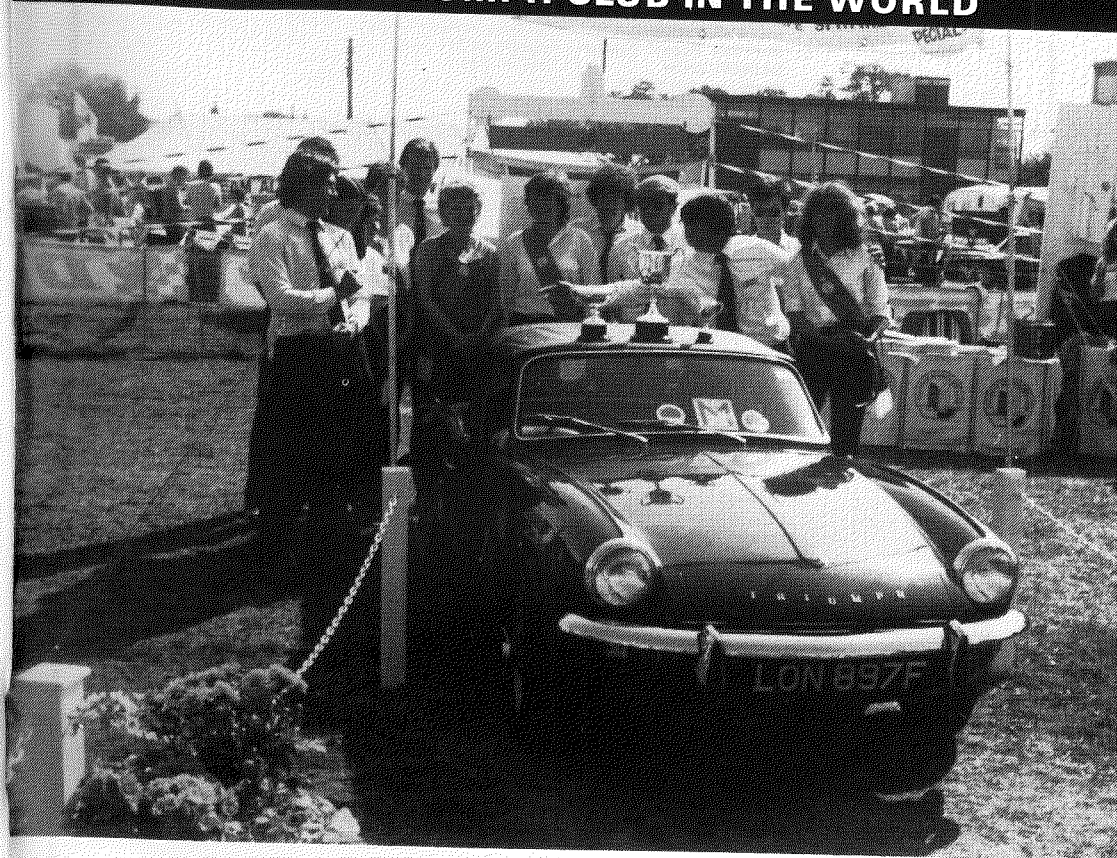


THE COURIER

the monthly news publication of the
Triumph Sports Six Club

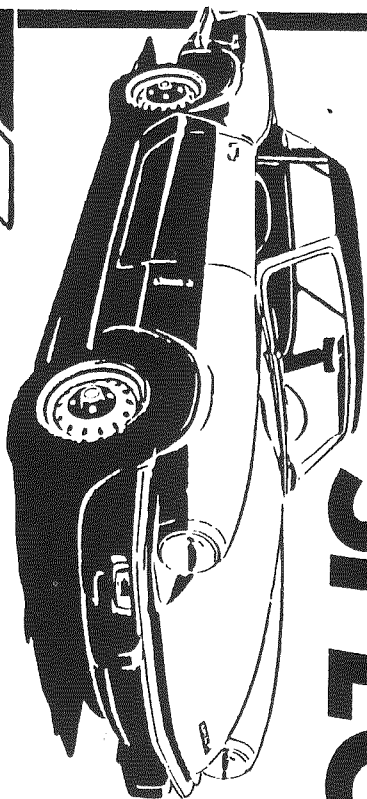
OCTOBER 1983 No. 40

BIGGEST TRIUMPH CLUB IN THE WORLD



STONELEIGH 1983

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



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Printed by Peak Print (Specialist Magazine Printers)
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COMPETITION COMMITTEE			
KEVIN GINGER	DAVID BAYLISS	EDDIE EVANS	

EDITORIAL

Phew! Another incredibly busy month but one that includes the biggest accolade the Club has achieved so far: Namely our becoming the **biggest Triumph Club in the world** and winning major trophies at Stoneleigh - more details enclosed.

We hope you will be pleased to note that there are not one, two but **three** publications this month; probably the most information any Triumph Club has published in one month. Contributions for print are coming in fast, effectively making our jobs producing the magazine very interesting and challenging - keep it up folks.

Just two points: Welcome to our new members - over 200 have joined our ranks this month. Regarding 'phone calls, a few Officials have asked if I would make the point that, by all means 'phone but let's make 10 am the latest. Many hard-working Officials have children or may prefer to have an early night for a change. Be reasonable **please!**

On to advertisements: From now on the membership number will appear after your adverts. This has been suggested to us by another member as he feels it would be interesting to know if one is buying from a member of the Club or an 'outsider'. Please endeavour to include this information on your advertising form in future.

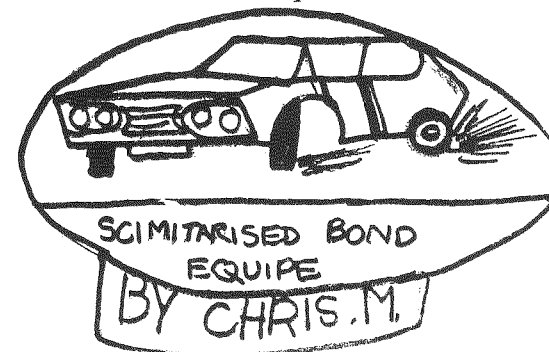
I would also like to give a mention to Midas Metalcraft who spoke to me recently. They felt that their advertisement which appeared on page 61 of the August Courier, was misleading as they do not at the present time have Herald chassis available. However, they expressed great interest in the manufacture of this item and requested that if anyone has detailed drawings or information on this subject, perhaps they would kindly get in contact with them. Having completed any prototype resulting from this information, they would be very pleased to obtain an old Herald or Vitesse bodysell on which to test their endeavours. Can anyone help? If so please contact either Doug or Mick Authur of:-

Midas Metalcraft
12a Halford Street
Thrapston
Northants

Telephone: (08012) 2394 (works)
or (0933) 55512 (Geoff's home number)

Come on you budding enthusiasts, do your Club a very worthwhile service and get those chassis rolling!

BILL SUNDERLAND
EDITOR



INTRO

What a hectic month August was; the 21st Birthday Bonanza (Leicester Area), the Yeovil Festival of Transport (Devon Area), the Milton Keynes Summer Meeting, Doune Classic Weekend and the Town and Country Festival Stoneleigh (West Midlands Area). Talking of Stoneleigh, have you heard the results? (see reports in this magazine). An absolutely fantastic result for which we have the West Midlands Area to thank.

Naturally, the number of National events starts to run down now but as I am sure you all will agree, we can start to plan for 1984 during the next few months, bearing in mind that Jonty Wild (Events Co-ordinator) will want your dates by December/early January.

May I take this opportunity to thank all those Area Organisers and teams of people who have staged the 1983 events. All those that I have been able to attend have been professionally run and provided bags of entertainment and friendship for all the family.

British Motor Industry Heritage Trust:

I would like to refer to the B.M.I.H.T. Some of you will be wondering what this is, particularly as very little coverage to the formation of the Trust was given. To correct this, we are printing the Official Press Release in this magazine. The Trust is now an independent entity from BL, Austin Rover and Associate Companies, and hopes to eventually co-operate with other British vehicle manufacturers such as Ford, Talbot and Vauxhall. Whilst BL Heritage will continue to exist, we cannot look to them to protect and oversee our interests in Triumph and Standard history.

The Council of the TRIUMPH SPORTS SIX CLUB have expressed considerable concern at this development and also in the manner in which the Trust was set up without prior warning to the interested One Make Car Clubs. Bearing in mind our concern, we have immediately appointed someone to examine the full relevance and effects the formation of this new Trust will have on the Club. We see our interests being diluted by this development and naturally wish to carefully consider how this affects our position now and in the future.

Eddie Evans, one of the founder members of the Club and the existing Technical Secretary, has agreed to research this matter and will, no doubt, report in The Courier in due course.

Triumph Sports Six Club Spares:

Jeff Baker, having nearly 12 months experience of the Club's spares function under the wing of John Kipping, was obviously the right man to continue the job. It is with great pleasure that I confirm that Jeff is now the Official Club Spares Secretary and has taken immediate responsibility for the stock of Club spares, built up over the years. To ensure the transfer from John Kipping to Jeff Baker was properly conducted, the Council arranged for Eddie Evans (Technical Secretary) to value the stock by visiting the lock-up where it is housed. I am confident that Jeff will continue to offer the Club an excellent service but please do remember that the job is unpaid and part-time - event Spares Secretaries do like to have 8 hours sleep!

All the very best Jeff in your new role and many thanks to you John for all your hard work during the last 18 months. I hope your new business will be a similar success.

Important Notice Number Two:

Whilst at Stoneleigh, Chris and Trudi told us that our membership had reached 4,400. Against the TR Register membership of 4,025, this makes the TRIUMPH SPORTS SIX CLUB THE BIGGEST STANDARD OR TRIUMPH CLUB IN THE WORLD!

Let's hope all 4,400 members renew and if each member got one new member to join in 1984, we would double our size! Watch out MG Club Club.

Triumph Sports Car Club of Southern Africa:

The above Club was formed in 1974 with the aim of keeping Triumph sports cars on the road (i.e. Roadsters, TR's, Spitfires, GT6's, Stags, Vitesse's and Heralds).

Next year, 1984, they intend to celebrate their 10th anniversary and to add international flavour, invited one member from the TSSC, one member from the TR Register and one from the TR Driver's Club. The offer included a return air ticket, a suitable car to drive, accommodation and a trip around South Africa. The itinerary is spread over a one month period! Difficult to believe isn't it.

We initially decided that we would have to organise a fully-democratic quiz, so that any member had a chance of winning this fantastic prize. When we told the Triumph Sports Car Club of S. A. our plans, they said no; the invitation was to "me or someone who has done his bit for the Club". In the circumstances, I referred it to the Council and suggested that Bill Sunderland (Editor of the Club magazine) should be offered this invitation, bearing in mind that he and Jo as a team had probably worked harder than any other Club member. In addition to their commitment to the Club, they have, of course, been largely responsible through the professionalism of the publications, for the standing and size of the Triumph Sports Six Club today. The Council voted unanimously on this motion.

Advertising Fees:

In the April edition of The Courier, I promised that the Council would review the question of advertising fees after six months. At the Council Meeting held on 4th September, this topic was duly discussed. The number of complaints/objections received have been nominal and, therefore, bearing in mind the much needed revenue to support the excellent Courier, the Council voted in favour of continuing the advertising terms on the current basis. We will, of course, be prepared to review the situation again as necessary.

Club Tropies:

May I remind the following Areas that I am still awaiting their instructions in respect of trophies ordered:-

North Yorks	3	North Wales	2
Worcester	3	Ribble	1
East Berks	2	Scotland	2
Herts	2	Rugby	2
Norfolk	3	S. E. Scotland	3

The cost per trophy is £8 if collected or £10 if posted. Some of you may like to collect yours at the A.G.M. on November 20th. Please telephone me on Exeter 61708 with your requirements. Cheques should be made payable to the Triumph Sports Six Club Limited.

Please may I remind the following Areas that they have not paid for their trophies previously despatched:

Leicester	£24
Anglia	£20
Essex	£16

Twenty-First Birthday Celebrations:

TRIUMPH VITESSE
TRIUMPH SPITFIRE

We toasted the Triumph Vitesse's Birthday in May; now it is the turn of the Spitfire.

The TRIUMPH SPITFIRE 4 was first introduced in October 1962, in time for the Earls Court Motor Show. Please be upstanding and drink with me to 21 glorious years. Why don't all you Spitfire owners rush outside and break a bottle of Champus over the old Spit., or at least, say, a bottle of Newcastle Brown!

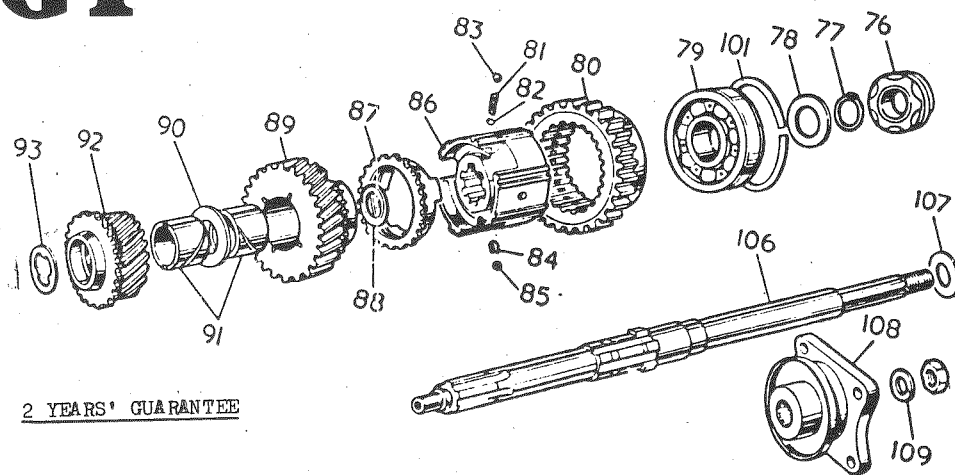
Titbit:

Standard Review, December 1962 reported that in the Australian Mobil Economy Run a Triumph Herald 1200 won class 'B' with 51.02 mpg!

It also commented on the first Spitfires heading for the States via a 9 car Leyland Super Comet delivery vehicle which transported the vehicles from Coventry to London docks (Canley Car Deliveries).

JOHN M GRIFFITHS
PRESIDENT

GT TRANSMISSIONS



2 YEARS' GUARANTEE

Standard and uprated transmissions for all Triumphs with the Herald chassis. **CONTACT JOHN KIPPING**

Artwork by Nick Halford

NEWS REVIEW

AREA LIAISON OFFICER

AGM time is getting near again, so please, please all you Area Organisers, send in your nomination form NOW. This, unfortunately, is a legal requirement for us and MUST be done by all 45 of you BEFORE the AGM. Those that do not, will not receive Area Membership Lists etc., etc. Incidentally, we still have a significant minority that have not been nominated from last year.

On a totally different subject, Trudi Squibbs can now supply (to Area Organisers), Area Club Sweatshirts in any quantity above two in the same colours as advertised elsewhere in this magazine.

AGM 1983

Well, the Leicester Area has a reputation for originality. We've had a Cinema, a Sailing Club and a Hotel, so where do we go next? Knowing what a bunch of rogues we have in our ranks, we have no choice: **GO TO JAIL** - that's the order of the day. Yes, Gartree Prison, Nr. Foxton, Market Harborough, Leics. Location: M1 J20, A427 to Lubenham, left towards Foxton or 1 mile from Market Harborough on A6 Leicester Road, Foxton turn (cross roads Great Bowden).

Look for signs and follow as they do get funny about visitors in the wrong areas. Order of the day: Morning coffee and biscuits 09.30 hrs - 10.30 hrs. The Meeting starts 10.30 hrs prompt. Mucho cheapo bar open as soon as we are ready. Lunch, FRESH!!! Cold buffet. Afternoon: Wait and see, you will enjoy it I assure you. Bar closes 19.00 hrs.

IAN MCKEGGIE
LEICESTER AREA ORGANISER

To celebrate the Spitfire 21st Brithday, John Reese and I (of the South Wales Area) drove a Spitfire MKIV from Newport up to John O'Groats and then non-stop (except for petrol) to Land's End in 15 hours 52 minutes, on Monday 12th September, 1983, covering 856 miles from John O'Groats to Land's End.

The journey went perfectly, without any kind of trouble from the car at all.

We used this occasion to raise sponsorship and collected over £250 to go towards 3 charities:-

Cancer Research
Multiple Sclerosis
Stoke Manderville Hospital

At the end of the journey I said to John: "My backside hurts like hell and I'm extremely tired but now I've got the greatest admiration for this car!"

A full report with photographs will follow soon for November's Courier.

Thank you and all the best.

TIM FRENZEL

P. S. We want to start a Gwent Area. Anyone interested, please contact me on 0633-615169.

ANNUAL GENERAL MEETING 1983

Notice is hereby given that The Annual General Meeting will be held on Sunday, 20th November 1983 at 10.00 am.

Venue: Gartree Prison, Nr. Foxton, Market Harborough

Proposed Agenda:

1. Re-election of Members of the Council of Management.
 - A. In accordance with the Articles of Association, the following will retire and are eligible for re-election:-

Matt Maudsley
Chris Squibbs
Mike Long
Eddie Evans
Bob Notley
 - B. The following seconded since the last AGM have to stand for re-election:-

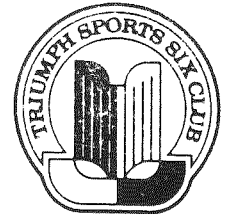
Jeff Baker
Brian Waters
 - C. The following have resigned and are eligible for re-election:-

Jonty Wild
Roland Drew
Dave Bayliss
John Kipping
2. Re-election of other club Officers, to include Area Organisers and Register Secretaries.
3. Report on Club Activities since last AGM.
4. Financial Report and presentation of Accounts.
5. Re-election of Auditors - Haywood & Company.
6. Report on Membership since last AGM.
7. Report from Forward Planning Committee.
8. Any other business - any member wishing to add an item under this section of the Agenda must do so 14 days before the AGM by submitting such item to the General Secretary in writing and signed by two Club members.

All nomination forms to be submitted to the General Secretary, to arrive by the first post on Saturday, 5th November, 1983. Forms received after this date will be treated as null and void.

BOB NOTLEY
GENERAL SECRETARY

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

NOMINATION FORM

I (block letters)

Membership Number

WISH TO NOMINATE
(block letters)

FOR THE POST OF
(block letters)

Signed:

I (block letters)

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

Signed:

Membership Number

THIS FORM MUST BE SENT TO THE GENERAL SECRETARY TO
ARRIVE BY THE FIRST POST ON SATURDAY 5 TH NOVEMBER,
1983.

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

AREA ORGANISER'S NOMINATION FORM ON REVERSE

TRIUMPH SPORTS SIX CLUB LTD. Reg. No. 1527651

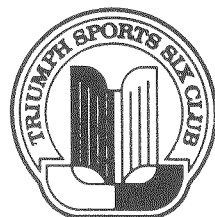
Incorporating The Amphicar Owners Register

HERALD : VITESSE : BOND EQUIPE : SPITFIRE : GT6 : SPECIALS

CUT ALONG DOTTED LINE

AREA ORGANISER'S

NOMINATION FORM 1983/1984



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

I Mem. no.
agree to stand as A.O. for Area
My address is

Tel. no.
Area meeting place
Day of the month and time
Signed

CUT ALONG DOTTED LINE

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

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

Tick one name only.

Successful member should return one (1) completed Nomination Form to the General Secretary, to arrive by 5th November, 1983.
Richard Bruford, Neathwood, Christow, Nr. Exeter, Devon

TRIUMPH SPORTS SIX CLUB LTD. Reg. No. 1527651

Incorporating The Amphicar Owners Register

HERALD : VITESSE : BOND EQUIPE : SPITFIRE : GT6 : SPECIALS

11

ANGLIA AREA BARBECUE 1983

BY BARRY NEWITT

Thanks to all the members who made this event yet another success. A big thanks to all the helpers from my own Area and to the Essex Area for their hard, hot work, running the Driving Test. Thanks for all the support from the trade stands; hope you had a good day, although for most people it was too hot to walk round all the stands.

One trade stand that did let us down was Hall and Clarke, with their bus which has a P/A system fitted to it. We were to have made use of this during the afternoon. Thanks to the band who, after breaking down on the motorway with a blown top hose, made it to the event and let us use their P/A system for the rest of the afternoon.

I am also sorry to say that the toilet unit I had ordered, was not the one that turned up on site and did not have the hot and cold water that it should have had. I also understand that some of the toilets did not flush too well - I have complained to the company! I am sorry for any discomfort that some of you may have had.

We hope to see you all again another year.

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	
Occupation	No of years no claims bonus	Disabilities YES/NO
Are you a holder of a Provisional or Full British Licence?	Renewal premium this year £	If YES details
For how long?	Drivers other than yourself who will drive your vehicle	
Make & Model of Vehicle	Name 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&FT/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		

Complete this form and post it to Lifesure Ltd, 34 New Street, St Neots, Huntingdon, Cambs PE19 1NQ.
Tel : 0480 74604/75148



LIFESURE
The Sports Car &
Classic Car Specialists



MILTON KEYNES SUMMER MEETING REPORT - By Geoff King

The meeting got off to a good start: The weather was perfect for the day. Many thanks to all who turned up early to help set everything up.

There were many things to do all day to keep everyone occupied, including Feel The Parts, Fastest Wheel Change, Fastest Spark Plug Change and Guess The Weight Of 'Hernia' (for those who don't know Hernia, it is the Milton Keynes Area TSSC mascot, a 4½ft x 54in. chest bear). Some of the guesses were just as way out too.

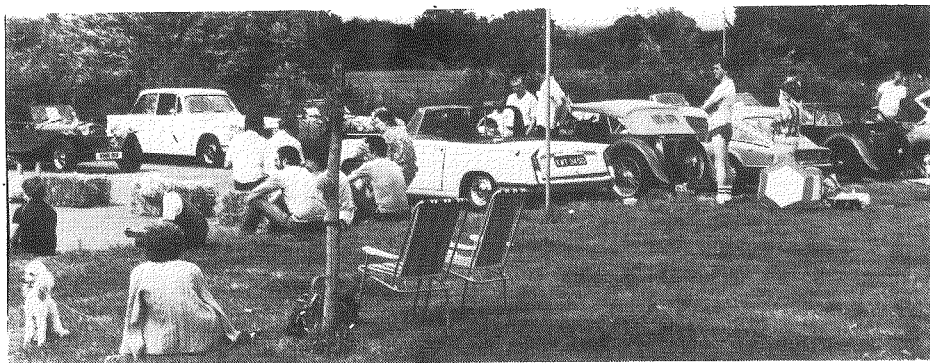
There was also a more serious side with the Working Car Condition Awards, Concours, Driving Test and the Treasure Hunt (many thanks to Mr and Mrs Doyle, sorry you couldn't make it).

One of the many laughs of the day and the reason for the organiser's strange looks at the raffle draw, was the spares stall holder who spent most of the day going round all the Marshalls, trying to convince them to sell him one of the raffle prizes as he had spent months looking for the particular item. In the end we agreed and he went off with a smile on his face. The smile died when we drew the raffle - he had won first prize and could have chosen any of the 40+ prizes that we had on offer, except the one he had now paid for (no fixing).

The Results:

Distance Award	Mr J Bancroft	182.9 miles
Treasure Hunt	Mr A Non (?)	FUD 564L
Working Car		
Condition Awards	TSSC - Mr R Butcher	Moss
	MG Mr Lawrence	Midget
Concours	TSSC Mr Bev Warren	GT6 MKIII
	MG Mr J Kelly	MGTC
Driving Test	TSSC Drew Gardener	
	MG Mr Labrum	
Guess The Weight	Mrs Kelly (hope the baby likes the teddy)	
Find the Parts	P Lawrence	
Spark Plug Change	Mr W Merrill 1.50 min.	
Wheel Change	Mr H Ray/Mr W Merrill 2.1 mins.	

The Milton Keynes Award which is a returnable, yearly award for the best TSSC car in the car park and not competing in the condition events was awarded to Mr A Non, GT6 MKIII - SMY 8M.



The first IBCAM MOTORING FESTIVAL to be organised by the West Midlands Committee is now over. With the hard work and dedication of the people involved, success was achieved and it now falls on me to publicly thank the Committee Members, Tony and Janis, Dawn and Adrian, Jeff and Julie, John and Vi, Martin and Tina, Gary and Carol. Well done to you all. I will expect nothing less for 1984.

Elsewhere in this copy of The Courier you will have read a report of the event, written by Dawn Storton, in which she omits to say anything about the beautifully prepared information boards. No doubt because she herself prepared them - thank you Dawn, like Thumper, well turned out.

To all those of you who displayed your cars, thank you for the hard work you put into them and the time you gave to us.

Congratulations to Roger Rowley - third in his class. Next year, who knows?

The regalia girls I must thank for joining in with the general theme of the stand i.e. white blouses, black skirts/slacks, sashes and all - ten hours per day is not all fun. Thank you girls - Trudi, Jo and Karen. (THANK YOU for the beautiful flowers - they really made our day!).

Early morning starts did not seem so bad once Julie had brewed up and cooked breakfast for the masses. I hope the caravan did not suffer too much from being used for changing rooms, TV room, breakfast room, store room etc. CHEERS Julie and Jeff.

To the members of the National Committee for their encouragement and moral support and for looking after the stand when we went to collect the trophies, my thanks - and the bubbly was great, cheers John; we may need more next year as they're bigger trophies you know!

When I started to write this letter of thanks, I did not realise how many people there were to thank, the list seems endless, so I will finally thank Dave and Mary for the buffet on Saturday and Sunday night and say to everyone concerned in this years festival - I hope you enjoyed it and you are as pleased with the results as I am.

Let's all look toward 1984 with more success in mind. Get polishing!

BILL HEWER

CHAIRMAN

THE WEST MIDLANDS COMMITTEE

ENGLISH/GERMAN MOTORING TERMS

INDICATORS	-	DE BLINKENLETTEN TICKENTOCKEN
EXHAUST	-	SPITZEN POPPEN BANGEN TUBEN
LEARNER	-	DE TWATTEN MIT ELPLATZ
ESTATE CAR	-	DER BAGZENROOM FURSGHAGGIN KIN AUTO
WINDSCREEN WIPER	-	DER FLIPPEN FLAPPEN MACKEN SCHREDDER
POWER BRAKES	-	DE ED BANGER ON VINDSCREEN STOPPENQUICK
FUEL GAUGE	-	DE WALLET EMPTYING METER
HEADLIGHTS	-	DAS DIPPENDANT DAZZEL U BASTARD
BACKFIRE	-	DER LOWDEN BANGEN MEKKEN JUMPEN
NEAR MISS	-	DER PHEWEN NER SCHITTENSELFEN

Sent in by Lionel Marshall, Loughborough

14 **STONELEIGH 1983**

REPORT BY DAWN STORTON

Stoneleigh this year saw the TSSC finally achieving the accolade it deserves, by winning the BL Heritage Cup for the Best British Club Stand and a cup and £100 for fourth place in the IBCAM awards, for the Best Stand (1st, Volvo; 2nd, Stag Owner's Club; 3rd, MUPS). We were the only club to win two awards. To follow that, Roger Rowley and his gorgeous red Spitfire MKIII won third in his class (Open Sportscars 1961 - 1970) and Paul Skitt came fifth in the Custom Car Class, with his dashing red, racing Vitesse.

Celebrations Formula One Style followed on the stand with John Griffiths cracking open three bottles of champagne and passing it round in the trophies. As a Club, we have never won a trophy in our life before, so it's a marvellous achievement to suddenly win two at once, leaving the 'big boys' like J.D.C., Daimler/Lanchester and Austin Healey, miles behind without a mention. We are now after someone to spend a few hours each week with a tin of Duraglit and lots of elbow grease!

For those of you who were unable to make it to Stoneleigh, we portrayed the theme of 'Origins' by building a 4 times scale of the Herald chassis as the centre piece and displaying boards explaining the origins of the cars and the Club. John Griffiths and Paul Skitt's Vitesse were displayed to portray the racing and modified sides of the Club and Julie Baker's Herald 'S', showed a restoration project. They were all explained by display boards as visitors went round. We also ran a video taken at this year's Concours at Donington for the benefit of potential new members of which we were inundated!

After most of you had left on the Monday evening and we were clearing up the stand, the Chairman of the Judges came over to see us with very encouraging words. He told us how he recalled a few years ago, when the TSSC first started. There we were, he said, displaying three cars on a stand and everyone saying 'Who are this bunch of tearaways?'. Then, in a very short space of time, we are one of the most enthusiastic and fastest growing Clubs he has ever come across and that we are now a big threat to the prestigious people like J.D.C. Our interpretations of origins, he went on, was so original! (We felt on cloud nine!).

When it comes to the thank yous, there are many to whom the West Midlands Committee, the organisers, are deeply grateful, including Paul and his low-loader; Bocock, George and Harvie for the lamps; Mrs Hewer for the sashes; Supa-Fit Panels of Bordesley Green for the paint; and ACS Classics for storing the chassis. But I'm sure you'll all agree, that the biggest thank you ever said goes to Mr Geoff Hewer, who put over 300 man-hours into building the amazing chassis in his back garden. From us all, thank you so very much. Not forgetting his wife, of course, who had to put up with the constant banging of nails and having to climb over outriggers and siderails to put the washing out and also to Bill, who did a fair bit on it too. The chassis, by the way, is available to any area who can find their own low-loader to transport it on!

I think we can say that 1983 has been the most successful year of the Club so far. In the 21st Birthday year of the Vitesse and Spitfire, we have not only become the biggest Triumph Club in the world, but we have started our silverware collection.

WE ARE THE CHAMPIONS!



NORTH YORKSHIRE CONCOURS, 4TH SEPTEMBER, 1983
ROYAL OAK, NORTON, MALTON, N. YORKS

A dull, grey, damp day greeted us on Sunday. It was like this last year, I thought, hope there's no mist on the moors - we had to assure people of the beautiful scenery on our moors run last time as visibility was so bad.

We reached the Royal Oak at 10.30 am, there was already quite a gathering; by 11.30 am there were 40 cars lined up. Of the 22 that entered the Concours 17 made the day - I hope the map I sent out didn't get the others lost!

There was stiff competition from all the entries except the Bangers. There were 5 GT6's (one MKI, four MKIII's); 7 Heralds (one 1200 Estate, five 13/60's, two 1200's); 1 Spartan; 3 Spitfires (two MKIII's, one MKIV) and 4 Vitesse's (two MKII's, one 1600, one MKI).

At 12.00 most of us made a dive to the pub and left the Judges to it. Unfortunately, despite being told several days previous to the event and on the day that there would be a big crowd, the pub could not cope and didn't try. We won't be going there next year. I must add, however, that those who did get their meal, enjoyed it and considered it very good value for money.

At 2.15 pm we gathered in the car park to hear the winners and present the tankards. Suffice to say, that the only member of North Yorks to win was the Area Organiser, Steve Boyne - he won the Banger section, getting the lowest marks of a hundred. The results were as follows:-

Bangers	1st	Steve Boyne	Herald 13/60
	2nd	Peter Willey	Herald 13/60
	3rd	Richard Brooke	Herald 1200 Estate
Saloons	1st	David Webster	MKII Vitesse
	2nd	J Bancroft	Vitesse
	3rd	David Lucas	Herald
	4th	Geoff Ward	Herald 13/60
	5th	David Mitchell	Herald 13/60
	6th	Graham Johnson	1600 Vitesse
	7th	Steve Ferry	Herald 13/60
Sports	1st	M Woodward	Spartan
	2nd	Stephen Goodard	GT6 MKIII
	3rd	Graham Johnston	Spitfire MKIII
	4th	Mark Roddam	GT6 MKIII
Joint	5th	Mick Rodgers	GT6 MKI
		Mark Turner	GT6 MKIII
	6th	Geoff Ward	GT6 MKIII

The weather had been getting colder all morning, it started to drizzle and then at about 1.00 pm, it absolutely poured it down. Then the sun came out - we thought this was the sunny period between the rain showers but it lasted all afternoon. People started drying off their cars and some of the more foolhardy (or should I say brave?) amongst us took their hoods down. Nearly all the cars went on the Moors Run and a few turned up especially for it. It must have been an impressive sight - 40 cars winding their way over the heather covered moors. We went up Rosedale's Chimney Bank, a mere 1 in 3. We arrived at the top and those who'd put their hoods down were nearly blown out of their cars. It was a beautiful, clear afternoon, you could see for miles over the hills and dales. The clicking of cameras would have been heard if the wind hadn't been so strong. From that point, people set off for home, some up North, others down South, as far apart as

Edinburgh and Coventry. On behalf of the North Yorkshire Area, I would like to thank all those who entered the Concours; the Judges for doing a difficult job (last year, one Judge was so impressed that he bought two Club cars!) and everyone who travelled the country to attend the 2nd light hearted Concours and Moors Run. And lastly, I must thank John Griss for organising the whole event.

I haven't really given credit to the incredibly high standard of all the Concours entrants (even the bangers!) but words fail me. I'm not technically minded but I could see a great deal of time and effort had gone into each entry. Thanks again to everyone, I hope to see you all again next year.

SALLY HURD



WHAT'S ON NEXT

THOROUGHbred AND CLASSIC CAR SHOW

Will be held at The Metropole Hotel, Brighton over the weekend of 4th, 5th and 6th November and the TSSC will have a stand. The standard (SIC) of our cars is on par with the best, so come along and take a look. Apart from the Triumphs there are other fancy motors on show, plus autojumbles, literature etc., and the London to Brighton old crocks run on the Sunday. A good day out or come for the weekend, you'll not regret it.

THAMES AREA PRESENTS:

S.E.M. 84

including 25th Anniversary of the Herald

The 1984 South of England Meet will take place at Chessington Zoo, Surrey, on Saturday 14th and Sunday 15th April, 1984.

Events include:-

Concours	Gymkahana
Auto Jumble	Trade Stands
Competitions	Bar
Camping	Saturday Evening Disco

Traders wishing to put up Trade Stands and Members for the Auto Jumble, should contact the Committee with details now!!

Further details, contact Mike Crewes, 107E Sulgrave Road, Hammersmith, London W6 7QH.

Put it in your 1984 diary NOW. This is gonna be the best South of England Meet so far.

Watch this space for further details.

DULFORD SPORTS CARS

Specialist Triumph Repair Centre To The South West

Broad Road, Dulfordx, Nr. Cullompton, Devon. Tel: Ottery St Mary 2693

ACCIDENT REPAIRS

BODY RENOVATIONS

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ANY CONDITION

CARS FOR SALE

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SPARES SERVICE

ABANDONED PROJECTS

COMPLETED

SALOON TO CONVERTIBLE

CONVERSIONS

I would like to mention that I am willing to rent out floor space with use of equipment for D.I.Y. repairs.

TECHNICAL PUBLICATIONS

BRAND NEW ORIGINAL LEYLAND PUBLICATIONS

TRIUMPH
LANGUAGE: ENGLISH

<u>BL Reference No.</u>	<u>Model</u>	<u>Publication</u>	
545037	Herald 13/60	Handbook, 2nd edn.	£5.00
508073	Herald Convertible	Special Parts Cat. supp. no. 1	£2.00
511236	Vitesse 6	Handbook	£3.25
545189-74	Spitfire 1500	Handbook Oct '73 1st edn.	£5.00
511242	Spitfire MK1	Handbook	£4.00
RTC 9110	Spitfire 1500	Parts Cat.	£12.00
RTC 9230B	Spitfire 1500	Workshop Manual	£16.00
512944	GT6	Handbook, 2nd edn., MK1	£5.00
515754	GT6 MK1 & 11	Parts Cat. H/bound	£12.00

POST & PACKING

Handbooks & Herald Supplement 50p

Workshop Manuals & Parts Manuals £2.00p

Cheques and postal orders to be made payable to Quad Marketing. Please send to 19 Prince Rupert Avenue, Desborough, Northants.

TRIUMPH SPITFIRE & GT6 BOOK

Triumph Spitfire and GT6 fills the major gap in postwar British production sports-car publishing. Here for the first time is that story, a major success story for the British motor industry and Triumph in particular. Graham Robson's first hand experience has enabled him to render a very detailed concept, prototype and production development analysis into which he also contributes a long awaited factory competition diary. World market influences are not forgotten with an American section specially added. At last thousands of loyal Spitfire and GT6 aficionados have their own success story. The record is now straight. The Spitfire and GT6 were on target until the end, 'warts and all'.

Cost: £9.95 plus £1.00 post and packing

Cheques to be made payable to:
QUAD MARKETING
19 Prince Rupert Avenue
DESBOROUGH
Northants.

COMPETITION SECRETARY

Round 10 Goodwood - 7th August and 4th September

Owing to some members not receiving their entry forms for Goodwood on the 7th August, it was decided that an additional event would be staged at Goodwood on the 4th September for those who did not attend on the 7th August.

7th August:

Three members, Kevin Ginger, Paul Lucas and Ian Butterworth arrived at Goodwood with the weather being dry, hot and sunny. The meeting went well with fast times the order of the day.

4th September:

Nine members arrived which must be the best turnout in the worst weather conditions ever. The rain was very persistent all morning with a strong wind howling across the airfield. Scrutineering went well with all cars passing easily. It was nice to see some new faces competing, they were John and Julian Bateman in their modified GT6 and Geoff Gowers in his standard Vitesse MKII.

Practice went well except for Dave Young, who had ignition trouble in the wet weather and for Trevor Shakespeare, who spun his vitesse when he hit a large puddle at 100 mph on the long, fast Lavant Straight. Fortunately, there is plenty of room (gross) for error at Goodwood and no damage to the car was done.

In the afternoon, Trevor Shakespeare again spun his car, this time at Woodcote, the corner at the end of the straight. Dave Young now had fuel problems as well as ignition problems (remember to turn the fuel tap on next time!), and Martin Brown was having fuel troubles with water getting in the petrol.

All the newcomers had a good time with Geoff Gowers coming second in the standard class and John Bateman third in the modified class.

The results are as follows:-

MODIFIED			STANDARD		
Kevin Ginger	GT6	109=09	Trevor Shakespeare	Vit	131=55
Paul Lucas	Spit.	110=69	Geoff Gowers	Vit	135=03
John Bateman	GT6	116=58	Martin Brown	Vit	114=70
Ian Butterworth	Spit.	118=89	Dave Young	GT6	158=28
Bill Haseldine	Vit	125=32			
Julian Bateman	GT6	128=56			
Julian Mendus	Vit	138=57			

TREVOR SHAKESPEARE

BRITISH MOTOR INDUSTRY HERITAGE TRUST

PRESS RELEASE

THIS NEWS EMBARGOED UNTIL 5 JULY 1983

BRITISH MOTOR INDUSTRY HERITAGE TRUST

Announced today is the formation of the British Motor Industry Heritage Trust to preserve and promote the heritage of the British Motor Industry.

The British Motor Industry Heritage Trust (the Trust) will assist companies within the industry to take an active and responsible role in preserving and safeguarding their cherished collective Heritage.

Mr Alex Park, Chairman of the Trustees said 'the Heritage of the British Motor Industry is significant to Britain; throughout this century the motor vehicle industry in its many facets has been a major economic factor and has helped considerably the development of engineering expertise for the Nation.'

The Trust has developed a concept of co-ordinating and managing Marque Trust Collections set up in conjunction with the manufacturing industry. Plans are being formulated to encourage the establishment of similar Trusts by component suppliers, dealers and others involved with the motor industry in a federation of all parties concerned for the heritage of the British Motor Industry.

Austin Rover Group Ltd. and Jaguar Cars Ltd. have established a close association with the British Motor Industry Heritage Trust through their own Trusts and the Trust has been instrumental in developing, with the Central Lancashire Development Corporation, a British Commercial Vehicle Museum with its related display of ERF, Foden, Ford, Leyland, Seddon Atkinson and other commercial vehicle marques.

The Trust is continuing its ambitious programme of vehicle restoration in its own specialist workshops at Studley. The use of original documentation rescued by the Trust has helped it to arrange the re-manufacture of essential components for this task.

Besides safeguarding vehicles, engines and components: of equal importance is the preservation of business records, photographs, vehicle specifications and build records and, in particular, the technical drawings.

The Trust is more than a collection of cars on display. Peter Mitchell, Managing Director of the British Motor Industry Heritage Trust said 'the Trust is developing one of the finest technical drawing reference collections in the automotive world which will be of as much interest to the modern motor engineer developing a new design, as to the historian, motoring journalist or car club enthusiast.' The Trust is responsible for an expanding collection of over 2 million drawings dating from 1896 through to the mid 1970's.

The Trust has a Heritage Motor Collection on permanent exhibition for the public at Syon Park, London, where a selection of the industry's products can be seen. This display is proving to be an increasing public attraction.

Close links are maintained by the Trust with many Museums and Institutions. The Trust regularly exchanges information and enjoys reciprocal loan of historic vehicles for display with the Science Museum, the National Motor Museum and the Museum of British Road Transport.

The Trust assists many independent car clubs, but is more than a club for clubs. Its involvement extends beyond the Museums and car clubs to the companies of today's British Motor Industry and to schools, colleges and universities, to the private collector and the individual enthusiast.

Further information is available on request by contacting Peter Mitchell, British Motor Industry Heritage Trust, Castle Road, Studley, Warwicks. Tel: Studley (052 785) 4015 or 7337

Black & White Prints of Your Car at STIR VIII**Dover**

		Print No.
PPNI23M	GT6-3	1
RNV49G	I3/60 Saloon	2
ANR95K	Spit IV	3
707JYB	Coupe	4 and 17
VHV814G	Vit. Conv.	14
DPM368C	I2/50 Saloon	23

Ostende

707JYB	Coupe	27
DPM368C	I2/50 Saloon	29
WCF374K	GT6-3	25
DDG218(B)	Spit 1500	30
YRL22J	Vit. Conv.	31

Belgium

YRL22J	Vit. Conv.	34
AWA454G	I3/60 Saloon	33

Papendal

PPNI23M	GT6-3	188 & 197	27ZE63(NL)	I3/60 Saloon	109
YRL22J	Vit. Conv.	65	VKA732H	Vit. Conv.	110
BHC580C	Spit. 2000	45	DUKP256(D)	Spit.	111
BID3413(D)	Spit.	45	KREP892(D)	Spit. 1500	112
GT71VB(NL)	Spit. 1500	46	DUHV759(D)	Spit.	113
GT72VB(NL)	Spit. 1500	46	WESKA63(D)	Spit. 1500	114
VIECP760(D)	Spit. MK3	47	WESHW509(D)	Spit.	115
YCV888J	Vit. Conv.	52	WESXR40(D)	Spit. IV	116
7108HD(NL)	I3/60 Saloon	56	MFT826K	Spit.	117
FF48GH(NL)	Spit. 1500	63	649IZG(NL)	Spit. IV	133
3607BG(NL)	Spit. IV	67 & 73	SLH8IF	Spit. MK3	134
5779HJ(NL)	I3/60 Estate	69	9000AL(NL)	Spit. IV	135 & 187
7613HT(NL)	I3/60 Estate	72	343ORF02(F)	Spit. MK3	142
47RU86(NL)	I3/60 Conv.	75	I6ZX26(NL)	Vit. Conv.	143
EDC868(B)	GT6-3	78	4947BJ(NL)	I200 Conv.	155 & 156
8961AL(NL)	I2/50 Conv.	79,80 & 172	GH90GN(NL)	Spit. 1500	166 & 167
GLHJ822(D)	Spit. MK3	90	HVC239D	Vit. Conv.	168
YPD199G	Vit. Conv.	99	GA3060(NL)	I2/50 Saloon	169,187 & 201
JMW448F	I2/50 Saloon	104	RAM660H	Marlin	173 & 176
946AVE	'Vantesse'	106	15SF69(NL)	Spit. MK3	174
JB53PF(NL)	Coupe	107	OHR309M	I3/60 Estate	175
FLN304C	Vit. Saloon.	108 & 168	VN-?-B	Spit. 1500	185 & 200

Please order your standard size (5" x 3½") reprints direct from me at the address below. Photos of non-TSSC cars for sale also, please contact me with your registration number if interested.

Cost: 50p each plus 16p postage. (Cheques made out to Leon F. Guyot).

STIR Photos, Mr. Leon F. Guyot, 5 Kenilworth Avenue, Wimbledon, London SW19 7LN

HERALD REGISTER**The Patrick Collection (Modern Classics)**

A Valencia Blue I3/60 Convertible, WEL 94J, has been bought by The Patrick Motor Group, to become part of the Patrick Collection of Modern Classics. This collection will be housed in a custom-built museum, which will be opened in 1984 in Lifford Lane, Kings Norton, Birmingham.

The car had been owned since new (June 1971) by Ron and Sylvia Watts and after 30,000 miles, is 'retiring', still in almost perfect condition.

Brakes - Application and Part Numbers:**Front Brakes**

Drum brakes were fitted to 948's and I200's; later 948's and I200's also had the option of discs on the front. All I2/50's and I3/60's had discs as standard on the front.

Drum Brakes

Front drums were Girling 8 x 1½" with two adjusters and two fixed wheel cylinders operating a pair of shoes with Ferodo MSI lining material.

Part Numbers (Front Drums)

Drum	203077	(£20.20)
Backplate	506712(RH) 506713(LH)	(NLS)
Adjuster: Snail Cam	I05667	(6p)
Spring	I05669	(18p)
Spindle	I20114	(20p)
Return Spring (2)	504875	(NLS)
Service Kit (wheel cyl.)	8G4153 (was 507867)	(£3.39)
Wheel cylinder RH	GWC201 (was I20119)	(£6.33)
LH	GWC202 (was I20120)	(£6.33)

Disc Brakes

Herald 948's (optional) I200's (to GA229454, GB 53670) and I2/50's (to GD 54349) were fitted with the smaller Girling I2SP or I2MP calipers. These calipers are interchangeable. Later I200's, I2/50's and all I3/60's have the larger I4LF calipers (see Table I). The I2-P calipers are specified with Don 55 pad material, the I4LF with Don 212. There are also different stub axles used on drum and disc braked cars (refer to Courier I6).

Rear Brakes

All Herals have 7 x 1½" drums with one floating wheel cylinder and one fixed adjuster. With front drums or I2-P calipers fitted Ferodo MSI shoe lining material was specified; with I4LF calipers Don 242 material. I think that Unipart now use the same material on the rear, whatever front calipers are fitted.

Early cars (all 948, I200 to GA I5030) had small internal diameter wheel cylinders (5/8"th), later cars had ¾" cylinders. These are interchangeable in pairs. When front discs are fitted ¾" wheel cylinders are specified.

Part Numbers (Rear Drums)

Wheel cylinder service kit 5/8	I8G9004 (was 508433)	(£1.90)
¾	507865	(£2.24)

Kit Car Review - continued

This month the featured car is the G A Royale, which has traditional sports car lines and is based on the Triumph Herald.

Royale

Manufacturer: Graham Autos (Glassfibre) Limited
 High Noons
 Lambley
 Carlisle
 CUMBRIA CA6 7LQ
 Telephone: Haltwhistle (0498) 20430

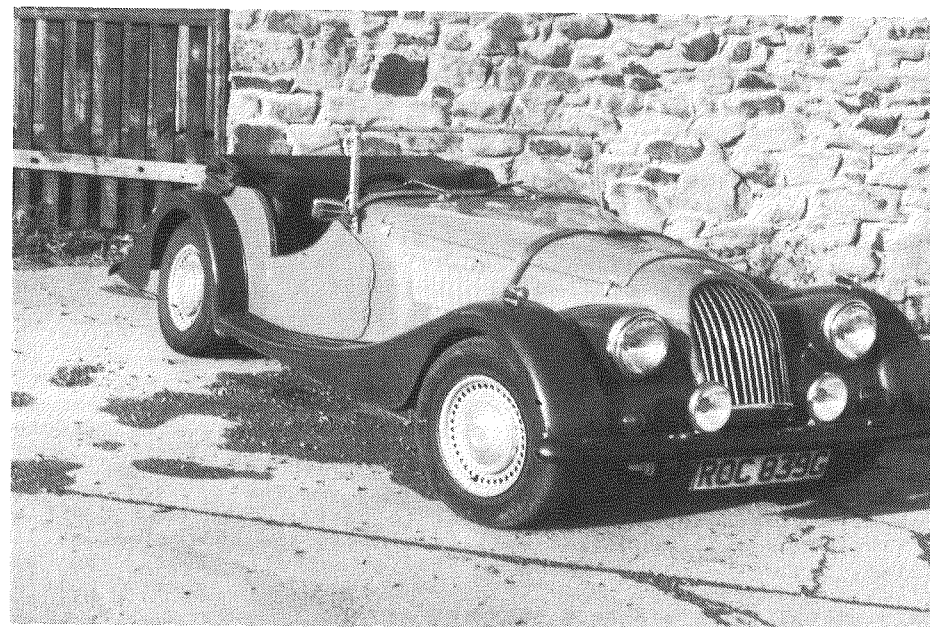
Models available: G A Royale

The Royale started life as a Volkswagen 'Beetle' based kit and was also available as a ready-built car. Many enquiries were received concerning a possible adaption to accept the mechanical parts from the Herald, so a re-design of the original concept took place. The Herald based car became available in April 1982 and is only sold in kit form. Although Herald mechanicals are specified, no doubt with a little ingenuity the 6-cylinder Vitesse or GT6 engine and gearbox could be fitted, making it an extremely quick car! I understand from Graham Autos that one builder is intending to try fitting the 6 pot set-up - more on this when details become available.

The high gloss, self coloured body tub is made of glassfibre with integral bulkheads and dashboard, making for a rigid structure which virtually eliminates the dreaded scuttle shake and the four separate bolt-on wings mean easy replacement in the event of a skirmish. Virtually all parts required are either included when buying the kit, or can be obtained from the donor car. The only exceptions being rear lights, flashers, front side lights, headlamp bezels and other oddments, most of which your neighbourhood breakers yard can provide. Herald radiator and pedal boxes bolt straight on and the exhaust system requires only minor mods. at the rear. A small boot space can be arranged behind the seats and this will necessitate the fitting of a Spitfire petrol tank, rather than the Herald item. Slight mods. are required to the steering column, gear lever remote control and handbrake mechanisms and Graham Autos can carry these out by prior arrangement. The propshaft needs shortening by 5" and then re-balancing - take this to one of the specialist firms.

The 2-seater car comes with full weather equipment and it is hoped that a hardtop will be available in the future for those not hardy enough to endure the rigours of a British winter!! Graham Autos can also supply a new wiring loom and new brake pipe set if your originals are in poor condition and, to complete the project, carpet sets and trim kits are available.

Graham Autos has a demonstrator available in Carlisle but for those of us living farther south, who want to see a Royale in living colour before parting with our pennies, Mick Frankton on Coventry (0203) 336355 will be happy to oblige.



Some months ago I reported that I had never owned a 1600 cc MK1 Vitesse because I had not been offered one at the right price (i.e. cheap!). Well, I now have one, it's a 1966 White Saloon with sunroof and overdrive with about 77,000 miles on it and cost £50.

It seems to go very well; I've had 95 mph out of it so far in overdrive top but it will need new big end shells fitting soon as the oil pressure gets a bit low. The rest of the engine is in good condition though as it appears to burn no oil so far. The gearbox is fine except for a tendency for reverse to jump out with a bang, thus waking the driver! The overdrive works very well, in all four gears as it is wired direct to the heater fan switch with no relay or gear inhibitor switches! Incidentally, the effect of overdrive on a 1600 Vitesse is like changing from the 4.11 diff to 3.27 diff which gives about 20 mph per 1,000 rpm in O/D top.

The car does, however, need a new chassis as the present one is patch-welded on both rails from front to back! Any chassis off a MK1 Vitesse or a 13/60 Herald will fit. Also the boot floor needs welding. The bulkhead and rear body footwells appear to be perfectly sound so far, much to my amazement. So when all this work is done, it should be a good car again.

Comparison of Performance of Vitesse Figures

From Various Road Tests

	0-60 mph	Top Speed	Typical mpg
1600 Vitesse	15.5 secs	93 mph	26-30 mpg
2L MK1 Vitesse	12.6 secs	95 mph	26 mpg
2L MK11 Vitesse	11.9 secs	101 mph	26 mpg

By the way, I have now sold the Ford RS 2000 that I had and now drive Club cars all the while (as I did for years until September 1982 when I bought the RS). I found that the RS was a great car but nothing like as cheap to run as an old Triumph. Being in Coventry, a Club car is without doubt much cheaper to run than any other car is. We in Coventry can get almost anything to keep the car running - chassis parts, body panels, fibre-glass panels, cheap engines etc., etc. The problem is that several of us end up with about 10 cars a piece every so often and things get a bit hectic.

Interesting parts I have found recently are an original works competitions Spitfire fuel tank in alloy, which has 5B written on it and an underpan for the right-hand floor of a Spitfire also in alloy and this has 7B written on it. These are of great interest, seeming to be from two works rally cars - ADU 5B and ADU 7B perhaps?

It would be nice if I could find parts for the works rally Vitesse's, which are 600IVC, 6002VC and 6003VC, I would also like to see any information, road tests or photographs of the old rally Vitesse's or Spitfires as I love old works rally cars (I drive about in ADU 5B!)

Earliest and Latest Vitesse Chassis Numbers

			Present Location
Earliest	1600 Saloon	HB 897 DL	Norfolk
Latest	1600 Saloon	HB 33800 DL	Derbyshire
		(converted to Estate)	
Earliest	1600 Conv.	HB 2734 CV	Berkshire
Latest	1600 Conv.	HB 33960 CV	Essex
Earliest	2L MK1 Sal.	HC 593 DLO	Surrey
Latest	2L MK1 Sal.	HC 12031 DL	Kent
Earliest	2L MK1 Conv.	HC 39 CV	Bedfordshire
Latest	2L MK1 Conv.	HC 12054 CV	Manchester
Earliest	2L MK11 Sal.	HC 50008 DLO	Gloucester
Latest	2L MK11 Sal.	HC 57931 DL	Oxford
Earliest	2L MK11 Conv.	HC 50007 CV	Leicestershire
Latest	2L MK11 Conv.	HC 58106 CVO	Cornwall

I have at present various items I have no use for, so if anybody needs any of the following, let me know.

Various Herald Saloon roofs including one with tatty sunroof	FREE
Tan MK11 2L Vitesse Saloon rear seats and trim	£5 the lot
Tan MK11 2L Vitesse Saloon pair front seats	£2 each
2.5 PI engine (no head)	£15
Herald 1200 Dashboard	£5 complete
Herald 1200 engine, runs well	£15 complete
Complete set 1200 Herald interior (tan)	£7 the lot
Courier Rear Seats	£2
Spitfire MK1/11 steel bonnet, good condition	£30
Herald 1200 Bonnet, restorable	£5
Herald 1200 Boot Lid	FREE
Herald 1200/13/60 gearbox recon. 1 yr ago	£30
3 Herald/Spitfire gearboxes, need rebuilds	FREE

Somebody please take the above spares as I need room for other cars. Contact: Andy Jones, tel: (0203) 452541.

GT6 Register Secretary

Mike Long, the GT6 Register Secretary, resigned from the post with effect from 1st August, 1983. The post currently remains unfilled: Nominees should complete the Nomination Form in this Courier and return it to The General Secretary to arrive by Friday 4th November.

From West Midlands Area Promotions:

TRIUMPH SPORTS SIX CLUB LAPEL BADGES

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

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

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

CLUB REGALIA CLUB REGALIA

ATTENTION!!! NEW RANGE OF REGALIA

METAL CAR BADGE	£3.00 + 30p P/P
LICENCE HOLDER	£0.30 + 10p P/P
REAR WINDOW STICKER (OLD STYLE)	£0.30 + 10p P/P
WOVEN BADGE	£1.80 + 12p P/P
KEY FOB (LEATHER WITH METAL BADGE)	£0.70 + 15p P/P
LAPEL BADGE (WITH SAFETY CATCH)	£0.70 + 15p P/P
BLUE SUNSTRIPS (TRIUMPH SPORTS SIX CLUB)	£1.50 + 20p P/P
PENS	£0.38 + 12p P/P

***** NEW WINDSCREEN STICKERS *****

4 x 4 SILVER ON BLACK ROUND WINDSCREEN STICKERS	£0.35 + 15p P/P
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TECHNICAL FEATURE

RENEWING ROTOFLEXES AND U/J's ON GT6's

By Phil Cheers

Jack up the rear of the car and remove one of the rear wheels. Check the front wheels and disconnect the handbrake cable by removing the spring and clevis pin from the back plate. Discard the old split pin and renew clevis pin if it is badly ridged.

Disconnect the radius arm at hub. If the rubber bush is badly worn, remove the arm entirely and replace the bush. Place 'clingfilm' or a poly-bag over the master cylinder and disconnect the brake pipe from the flexi-hose. Take care not to twist the rigid pipe.

Blank off the open pipe ends with clean 'freezer bags' or proper blanks!! There may be still some fluid loss, so watch your paintwork!!

Support the bottom wishbone with a jack and under the inboard wishbone bolt, the spring eye bolt, shock absorber nut and the four hexagon-head bolts on the U/J flange. (NOT the four allen screws which hold the inner pinion to the diff.).

Remove the spring eye bolt and all the other bolts and nuts. Manoeuvre the entire suspension out over the chassis rail and under the spring and place on the bench.

Remove the bottom wishbone entirely and press out the inboard metalastick bush. Clean out the hole and smooth off with wet n' dry. Smear the new bush and hole with SILICONE GREASE - NOT BRAKE FLUID OR LM OR ANYTHING ELSE and press in new bush. Check the 'outboard' nylon bushes for sloppiness and replace if worn.

Undo the large 15/16" nut holding the hub to the outer shaft and drift out the shaft, using copper/hide mallet. Don't allow any bearing to plop out onto the floor!!

Remove the "small" washer plain bearing and "large" washer or dust cover and clean splines and shaft. Examine the shaft for wear (mine was!) and if so wrap in thick tape to protect the bearing surfaces. Grip spider of "outer" shaft in vice and remove the three "short" bolts. Grip spider of "inner" shaft in vice and remove the three "long" bolts. The Rotoflex coupling can now be removed.

Remove the four circlips retaining the U/J and punch out the cups of the old coupling. After checking the housings for wear, replace the new coupling, greasing the journals well. Smear a little grease over the circlips to make them easier to remove the next time???

Fit new Rotoflex coupling over the "outer" shaft (DO NOT REMOVE THE METAL BAND YET). Refit "dust cover", plain bearing and washer. Drift out hub and bearings. Check for wear in bearings and renew if necessary. Clean and repack hub and bearings with "LM" grease and refit. Clean and replace the three "short" bolts "finger tight" and refit "outer" shaft back into hub. Retighten nut to 100 - 110 lb/ft. Offer up the "inner" shaft and clean and replace the three "long" bolts "finger tight". After tightening all six bolts, cut away the metal band (watch your hands and eyes here as it usually springs off quite violently).

Support the suspension on a jack and refit inboard wishbone bolt "finger tight", do the same with the shock absorber nut and then with the aid of a co-operative and fairly hefty friend, (my neighbour recently won a weightlifting contest!!) and the special lifting tool previously shown in The Courier (or a dirty big crowbar) lift the spring and replace the eye bolt "finger tight". Reconnect the handbrake cable and spring (using a new split pin):

Remove freezer bags!! Reconnect pipes. Reconnect radius arm and U/J flange bolts but do not tighten the radius arm bolt yet. Refit the road wheel and persuade your co-operative friend to sit in the car.

Tighten the shock absorber but to 30 lb/ft and the spring eye bolt to 42 lb/ft, the inner wishbone bolt to 30 lb/ft and radius arm bolt to 25 - 27 lb/ft. Remove the poly-bag from the master cylinder, top up the brake fluid and after repeating all the above for the opposite side of the car, bleed the brakes.

Time taken: Approx. 25 hrs (working by myself)

Total cost: £40 approx for new U/J, Rotoflexes and brake fluid, new Metalastick bushes and bolts.

I estimate that at about £8 per hour for professional garage work, it would have cost me around £200 in labour charges alone!!

To anyone who is contemplating a Rotoflex change, don't be put off by all the nuts and bolts etc., it's easier than you think.

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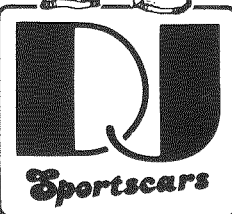


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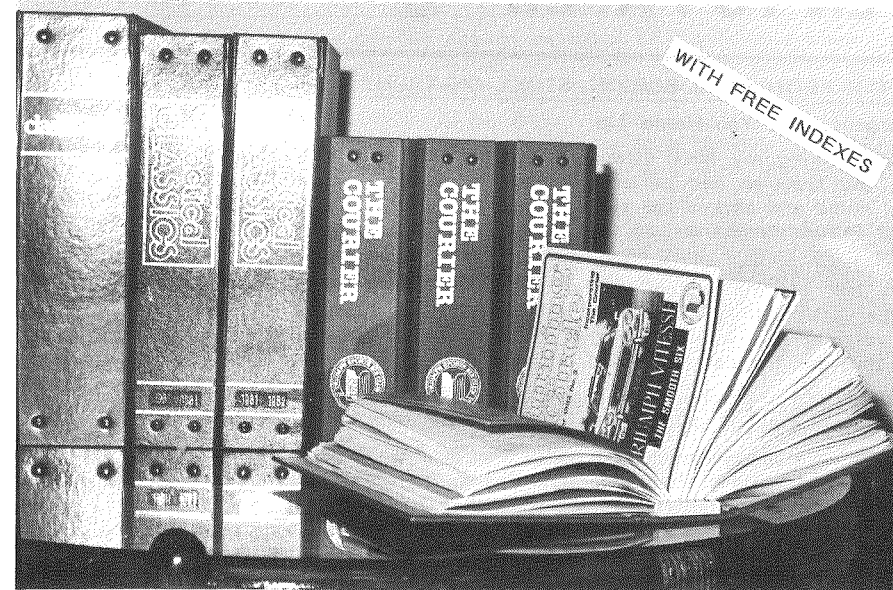
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PEN TO PAPER

LETTER FROM NOEL BOSSON, STOKE-ON-TRENT:

Emergency Get-You-Home Tip

Whilst parking my MKII vitesse, I felt a lurch and a scraping from the nearside. Yes, the trunnion had parted company from the verticle link. Only being a mile from home and parked (as such) alongside a shop, I worked out a repair that may assist fellow members:-

The thread on the vertical link and the trunnion was non-existent. I figured that if I cut 3/8" off the bottom of the trunnion, then drilled a 7/32" hole in the bottom of the verticle link, I would be able to fit the trunnion. A 3/16" bolt inserted in the vertical link would stop the trunnion falling out and I would be able to steer and thus get the car home and into the garage. (see drawing).

I called into the shop and begged use of the electric supply then went home for the tools - electric drill, extension lead, bits, hacksaw, mole grips 3/16" bolt and 2 nuts.

Bingo ½ hour later, safely home. Thanks to the shopkeeper and a big thanks to Stan Walters who kindly fixed me up with a N/S vertical link later.

LETTER FROM SHARON ESPIN, SPALDING:

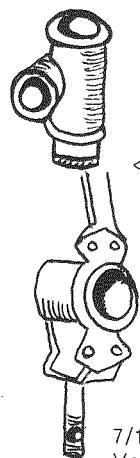
I would like to say a big 'thank you' to the organisers of the Spitfire/Vitesse Birthday Bonanza, it was the most enjoyable event I have attended this year and a small fortune was spent on various spares from the numerous trade stands.

Graham Robson kindly autographed his book for me and I would recommend it to anyone who has a Spitfire or GT6.

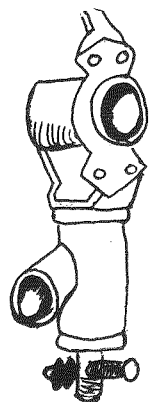
Thanks again for a lovely day out.

EMERGENCY TRUNNION REPAIR TIP

Drawings by Hazel



← 3/8" cut of bottom Trunnion



Trunnion Fitted with bolt and Locking Nuts

LETTER FROM P CLARKE, BEYTON, SUFFOLK:

For those of you who my have decided against buying a SAH exhaust system after reading Stephen Ash's letter, April Courier but were then re-assured by H R Dunham in the June issue, as I was, stick to your first decision and DON'T WASTE MONEY!

I ordered by 'phone a SAH system and adaptor for my 1979 Spitfire 1500, the cost of which came to £64.08 including VAT and carriage and with 10% discount for TSSC membership.

When the system arrived, I gave it a quick check to ensure I had all the parts, then proceeded to remove my old exhaust. Having done this, I lined up the new system to discover that; a) The adaptor was of the wrong diameter to fit the existing downpipe; b) If the adaptor had have fitting, the coupling pipe would have extended right to the edge of the car on the nearside (should this pipe have had a bend in it, perhaps?), and c) There was a small hole in one of the welds in the Y-piece.

I 'phoned SAH up and they could only suggest that I return the system for a full refund. I returned the system by Securicor two days later (carriage £9.70) and then 'phoned SAH to let them know. When I asked to confirm about my refund, I was told that they would have to examine the system before deciding how much to refund and that they would not pat for the return carriage. I asked them to 'phone me when they received the system and told them I would be getting advice from my local Citizens Advice Bureau.

Needless to say, it was I who had to contact them and they agreed to give me a full refund but would not pay for the return carriage.

In the end it has cost me nearly £10 just to look at an inferior quality exhaust system - £10 which SAH should at least have the decency to pay as they obviously cannot be bothered to check their goods for defects.

LETTER FROM PHILIP TRELEVER, PENZANCE, CORNWALL:

Having, in the past, fitted a 2-litre engine in a Spitfire (uprating the brakes etc., etc.) I am now considering a different approach to the problem of creating a faster Spitfire. As the Spitfire and the GT6 are so similar in construction, is it possible to remove the body-shell from a GT6 and replace it with a Spitfire body, leaving the GT6 mechanicals alone, e.g. MKIII Spitfire shell onto MKII GT6 chassis?

LETTER FROM MR. A. BURNETT, KING'S LYNN, NORFOLK:

In reply to the point raised by Jim Rickards of Leominster, regarding the noise of SAH twin exhaust system, my cure several years ago, was to fit twin Volkswagen 1300/1500 exhaust boxes: They did not make any detectable change in performance and were much quieter. The chrome tail trims were of better quality too!!

Can someone please let me know the address of a supplier of the ALDON OCTANE BOOSTER mentioned on page 26 of the September Courier? My 'phone number is 0553-810609, evenings.

If you have a reply to a letter in The Courier please foward to the Editor for publication in the next issue. If you have a Technical letter send it to the Technical Secretary Eddie Evans, he will answer through the pages of The Courier giving everyone the benefit of his advise.

LETTER FROM LINDSAY PORTER, WORCESTER:

I am in the process of preparing a series of Restoration Manuals for Haynes Publishing the first of which was on the MGB and another on Midgets and Sprites. I am compiling pictures for a future Spitfire/GT6 Restoration Manual and this Spitfire, was restored to supply the first batch of photographs and so it will figure prominently in the book when it comes out. The bodywork is now, as you would expect, in extremely sound and attractive condition and the interior is attractive, too, as you can see from the photographs. It was MOT'd about a month ago and has since covered around 20 miles. I originally intended to keep the car but it seems silly in view of the small amount of time that I actually have available to enjoy it. It cost me around £550 in terms of labour costs alone but I am prepared to listen to offers for it around that figure. It should become quite a well known car when the car book comes out and there certainly aren't too many of these highly characterful Spitfires in this sort of condition.

The car was restored by my own bodyshop which was originally formed solely to provide me with pictures for my books but which now takes a limited amount of work for customers with my two panel beaters, working to a very high standard. Work costs £7 per hour - a very low rate indeed for this standard of work. This low charging rate exists because I'm quite happy for the bodyshop (which I call The Classic Restoration Centre) to pay its own way without having to pay me anything - as long as I get all the pictures I need for my books! I would be very pleased to carry out work for members of the Triumph Sports Six Club and I'm especially interested in carrying out bodywork and mechanical work on a GT6 and also on a later Spitfire. So members, if you would like to see your car mentioned in the book

We would also be pleased to carry out work on any of your member's cars and can promise a good job well done.

If any members would like to give me a call, my number is 088-67695 and we're a few miles off the M5, near Worcester in the South-West Midlands.



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LETTER FROM ANDREW PEEL, MIDDLESBROUGH, CLEVELAND:

In response to participating in the North Yorkshire Concours. I would like to thank the organisers for their effort and mention that I thoroughly enjoyed the whole day, especially the Moors Run with a magnificent stream of Club cars. The run from The Royal Oak, Malton to a moor I believe Ford use when their wind tunnel is inoperative. The approach to this moor being by a rather devilish climb - Rosedale Chimmney. No prizes for guessing whose was the 1200 Convertible which stabled in the attempt! This I feel must be put down to a new, sticky release bearing and a higher than normal first (Toledo gearbox)!. As a member of the Teeside Yesteryear Motor Club also, whose reliability run coincided that day and observing some of their cars I followed, thereby leaving the Herald contingent - what an idiot! I dearly wish I hadn't. Still I hope everyone else enjoyed Whitby.

In case members are interested, I have fitted a Toledo low-synchro box to my Herald. This was achieved by having the output shaft modified. This and the reconditioning was carried out by Transmission Services Ltd of Thornaby, Stockton on 603392 for £57.50, quite reasonable, yes? Also my local Leyland dealer has a brand new 13/60 bonnet on offer. Interested parties should contact Dutton-Forshaw, Middlesbrough.

Has anyone got a MK11 Vitesse Convertible to swap for my immaculate 1200 Convertible? 108 Coniston Grove, Middlesbrough, Cleveland TS57 7DG.

LETTER FROM ROGER SPENCER, SOLIHULL:

I feel I must write to correct the statement by Mr Butler, in the April ('83) edition of The Courier, with respect to spring rates.

The rate of a round section wire coil compression spring of the type used on the front of Herald-type cars is given by the formula:-

$$R = \frac{Gd^4}{8nD^3}$$

In imperial units of measurement:-

R = Spring rate in lbf/in.

G = Modulus of rigidity, 11.5×10^6 lbf/in² for spring steel wire.

d = Wire diameter in inches.

D = Mean coil diameter in inches.

n = Number of working coils - this will be $1\frac{1}{2}$ or 2 less than the total number of coils for this type of spring.

From this it can be seen that, if the length of the spring is reduced by removing coils i.e. decreasing the value of n, the rate will be increased not decreased.

If the original spring rate, R, is known the new rate can easily be calculated as it is proportional to the number of working coils, i.e.

n1 = number of working coils before modification.

n2 = number of working coils after modification.

Then Rate after modification = $\frac{R \times n1}{n2}$

(I hope this is not too technical).

LETTER FROM IAN SUMMER, TALGARTH, POWYS:

A cautionary tale to those who may contemplate leaving civilization to renovate that dream cottage!! After several years hard work restoring an old pub in the Brecon Beacons National Park area of Wales, I find I am a family man no more - (perhaps I should have finished the kitchen before digging the garage pit for my GT6). Now I am starved of varied conversation and risk becoming really worried over sheep scab, (although I don't have any sheep!), even the nearest Club venue is a round trip of 90 miles, sob! Therefore, I offer my home 90% finished (yes, the loo's indoors, so are the taps), free-of-charge to preferably, any ladies, solo or with a friend seeking a holiday or short break. This area is famous for it's outstanding beauty and offers walking, trekking and watersports, with superb roads for fast motoring or scenic touring. Own room, naturally, share cooking and any chores, children (under control) welcome, everything guaranteed, chaotic and informal. Me? I'm mid-30's and before turning builder, an ex-tour guide, so could advise on trips if asked. Ring me on 0874-711563 if you are interested.

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NATIONWIDE

ANGLIA AREA NEWS, GILES TINKLER REPORTS:

The last couple of months have been full of Club outings, including an entertaining Essex Picnic Run, which was attended by several members from Anglia and a rare appearance of the Kent crowd.

Our second Treasure Hunt of the year will have been completed by the time of reading. Hopefully, the event will have been well-attended. Many thanks to Tony Brandon for all the organisation.

Future events were outlined in the September Courier but I would like to take this opportunity to mention an Area Disco which will be held on Saturday 9th November at a venue about five miles North of Cambridge. The aim is to raise funds to subsidise future Area events, as money is extremely scarce after the Birthday Barbecue. Tickets for all members and their friends at a cost of £2.00 per person will be available on Club nights, or by contacting Tony Brandon (Teversham 2506).

CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

Only 4 cars turned out for our Dartmoor Picnic Run on August 14th, though a good time was had by all. Many thanks to Jack and Jean Hart, who planned a very interesting day.

There was, however, a good turnout of people at the August monthly meeting, over 20 I am informed. I was away on holiday, perhaps that is why so many people attended! Our next 'do' provided another poor attendance - only 2 Cornish members at the Cornwall Aero Park Rally (including myself), though we were supported by a prospective member, plus one local Club Triumph member. However, we were still out-numbered by a contingent from the Devon Area. At least the prize for the best Triumph stayed in Cornwall (though not a TSSC member - he says we are too expensive).

Hopefully by the time this report is published, a good attendance will have been in evidence at our second Treasure Hunt of the year. Results in the next Area Report.

A further event in October is an Autojumble, organised by the Cornwall Morris Minor 1000 Club, at which Cornwall TSSC will have a stall. The date is Saturday, October 8th at the Threemilestone Community Centre, near Truro between 10 am and 3.30 pm. Will any members interested in having spares for sale on this stall, please contact me at Truro 78549 for further details.

Further to my comments in the last Area Report, I have had no offers to take over the job of Area Organiser. May I remind members that after November, I will no longer be standing as Area Organiser.

Finally, October's monthly meeting takes place at The Four Burrows Hotel, Grampound Road on Friday 28th October at 8pm.

COTSWOLD AREA NEWS, SUE IND REPORTS:

The August meeting was again, very well-attended, even a couple here on holiday from Hull turned up to join us. A car boot sale had been arranged but it rained so everybody fled inside. A list was made up of various items for sale, followed by a 'parts wanted' and I think most people managed to find what they needed. As the nights are drawing in, we will decide at the next meeting whether to bring the time from 8.30 forward or not but that decision will be in the next write-up.

DORSET AREA NEWS, ANDREW TOPP REPORTS:

Due to interest shown at The Festival of Transport, 13/14th August, it was obvious that a new area was needed. The first meeting will be on the 12th October at 8.00pm in the Antelope Hotel skittle alley, Sherborne, Dorset. As from this date, the meetings will be on the first Wednesday of the month, starting 2nd November.

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

The picnic run to Walton-on-the-Naze was a success, despite a fairly small turnout from Essex. The swimming and football/rugby events against the Cambridge lads ended in a draw (I think) and a good laugh was had by all.

I was unable to attend the Treasure Hunt due to an engagement under the sea but I hope it went off better than my diving, which was blown out literally!

If you have any models of Club cars and don't mind loaning them for our Brighton Classic Car Show stand, please see me at the next meeting, or give me a ring. Also suggestions and assistance with the stand would be most appreciated.

The Christmas Dinner is fancy dress (tarts and tramps). Tickets are available from Maggie or myself at our next meeting, which now reverts back to The Dukes Head on October 9th.

GATWICK AREA NEWS, KEVIN FORCH REPORTS:

The last meeting was attended by 6 people and a new face but being summer and the holidays being with us, it wasn't too bad. The meetings are the 3rd Monday of the month at The Black Horse on the Reigate Road, between Gatwick and Reigate on the A217 at Hoollwood. Please contact me with any queries on Crawley 515413.

KENT AREA NEWS, MARTIN PADORD REPORTS:

If anybody thinks that the lack of Area News in the Courier and the fact that the Surrey Area now hold meetings in Kent, means that the Kent Area has disappeared, they couldn't be more wrong. The meetings, held at the Cock House Inn at Detling, are extremely well-attended and the experiments earlier this year with a second meeting at The Princes Hotel at Dartford, were so successful that we now meet there as well.

The Kent Area Summer Camp held at Footsray and Bromley, was a great success, drawing large numbers from Thames, Cambridge and Hampshire Areas. It included a Concours which was kindly judged for us by the Club Vice President, Matt Maudsley. The 148 pints of free beer was consumed quickly. The inter-area competitions which included things like Tug of Towrope, took place quietly by comparison to the inter-area Universal Joint Challenge - the quiz for people with super-human general knowledge. The final score showed that Kent Area won but I discovered a Watergate-type scandal. The scorer has now received the famous Kent Area 'brick treatment' and we think that the Cambridge Area won.

The Concours was won by Leon from Thames Area, or was it his car that won? The Distance Award was won by Piers from Cambridge Area whose prize was donated by B.D.S. of Dartford.

The Bring and Buy jumble consisted of more bringing than buying. There were 40 cars at Toots Cray, including 2 Mosses (they are kit-cars for those who don't know). The Country Drive Convoy left the campsite in a neat queue but came back in dribs and drabs. I think we are still waiting for two cars to come back, so if you live in the country and you find a Club car with a puzzled driver in it, tell him that the Country Drive is over, so he can go home.

Due to the number of cars in the Convoy to the Bromley Pageant of Motoring, we usually arrive mixed up with MG's, Datsuns and other rubbish but this year we made a special effort and all arrived together. We had 80 Club cars at the Pageant and were, again, the only car club who provided hot dogs and beef-burgers for our members.

The whole weekend, which included commemorative plaques and programmes at both Foots Cray and Bromley and two nights camping fees, with all the booze you could drink, cost a mere £2 per person. How's that for value?

STIR Vill in Holland was fairly well-attended by Kent members. Our convoy went over by Alau Line as we have been to the continent by Sealink before. We camped near Vlissingen before driving to Papandal for this superb event, where we gave Cambridge Area a tough time at the Wellington Boot Contest but showed ourselves up on the Assault Course. Papandal ended for us with a meal in the restaurant with our worst enemies, the Cambridge Area. We then drove to a Dutch Club member's house for the night before a scenic drive to the Dutch coast for another night camping and the ferry home.

We took convoys of Club cars to the Cambridge Area Barbecue and the Essex Area's Coastal Picnic. Both very successful and enjoyable events. Most of the other major events have been attended by at least some Kentish members. Gordon and Grahame, affectionately known as 'The Peasants', even managed to navigate their way to a Scottish Area meeting. We were very impressed with this but disappointed that they came back. This major expedition, which was carried out in the true tradition of those of Scott and Livingstone I presume, was completed in Grahame's Vitesse Saloon which won the Cambridge Barbecue Concours.

As there are many members who like aircraft, we organised a trip with the Cambridge Area (who are these people?) to the Rochester Air Show to see a Mosquito (many of which were built at the Standard Triumph factories). We then went on a tour of the town and a meal.

The next major event is the Dover Camping Weekend and day trip to France. We are camping on 24th and 25th September with a trip to France on the 25th. The campsite is called Hawthorne Farm at Martin Mill, which is on the main Dover to Deal road.

This year's Christmas 'Do' is to consist of a meal in a restaurant. I will need to know the actual numbers attending so that it can be booked. Please let me know as soon as possible. Finally, don't forget that we meet on the 2nd Monday of the month at The Cock House Inn, Detling, which is off the A249, and on the 3rd Wednesday of the month, at the Princes Hotel, where Princes Road meets the Dartford Tunnel approach.

MANCHESTER AREA NEWS, ANDREW HEAD REPORTS:

I was particularly gratified by the overwhelming display of interest and support shown towards our August camping weekend in the Lake District, the success of which has encouraged me to engage in planning a more ambitious expedition, this time to the Chinese Interior. More complete details will subsequently be made available but provisionally the arrangements are as follows: Make your own travel arrangements as far as Lanchow (latitude 35°; longitude 105°, check your atlas), to meet up on July 1st, 1984 at 10.00 am local time outside the general post office.

Of course, there will be plenty of events nearer home before then and the more or less imminent ones are listed below (this month I am particularly recommending the Early Autumn Picnic but don't forget to bring plenty of woollies):

October 9th	Saturday	Early Autumn Picnic at the Etherow Country Park.
October 13th	Thursday	Ten Pin Bowling Evening.
October 20th	Thursday	October get-together at The Bull's Head (8.00pm)
October 29th	Saturday	Keighley and Worth Valley Railway Trip.
July 1st	Sunday	Depart from Lanchow for Trans-Gobi expedition.

Telephone me on 061-427 1378 for further details/information/assistance.

LEICESTER AREA NEWS, MICK MAIDMENT REPORTS:

Yet again we change our venue, this time due to the brewery closing the Cock Inn. Thanks must go to Fred and Elaine for looking after us so well and indeed, for finding our new venue, the Bath Hotel at Shearsby which is only a mile or so from the Cock Inn. Judging by our first visit there, people didn't have too much trouble finding us; 4 GT6's, 4 Vitesse's, 3 Spitfires, 7 Heralds, plus 3 non-Club cars. 21 in all - can't be bad. The facilities at The Bath have great potential so let's have some ideas for those cold, winter night meetings. Our next meeting is on October 27th. See you then.

MILTON KEYNES AREA NEWS, GEOFF KING REPORTS:

Our Area is not showing too good attendances at the moment. The Summer Meeting went off well (see separate report) but our local Area meeting, our numbers are down. We had arranged for there to be two meetings per month to enable members to fit at least one in with their other commitments. However, low attendances have forced us to stop the Sunday meetings. We will now meet at The Fountain, Loughton on the 3rd Wednesday of the month at 8pm. We are sorry that this action has been necessary but since you are not attending, there is not much we can do - IT IS UP TO YOU. If you want to reverse this decision, please come to the meetings and tell us.

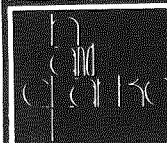
On other matters, we are very sorry to lose Mark and Pam Doyal. Thank you very much for all the hard work you put in to The Summer Meeting and the Area as a whole. We all hope you will be very happy in your new home and don't forget to write.

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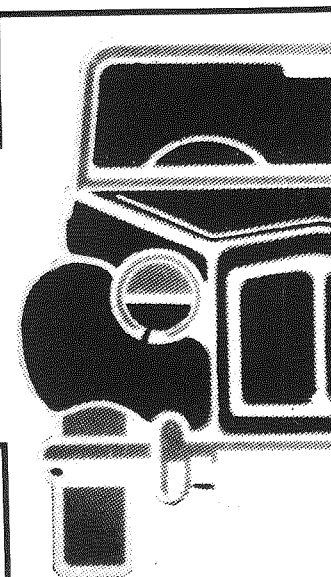


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NORFOLK AREA NEWS, PHIL HUDSON REPORTS:

A very good turnout at the September meeting with several new faces.

Coming Events:

October 9th, Sunday: Treasure Hunt by James Dufell. Meet at The Kings Head at 11.45 am. We will be having a pub lunch and departing at intervals of 2 minutes from approx. 12.30. The total distance is approx. 35 miles and the time for the course is around 4 hours. Prizes will be awarded. Fingers crossed for good weather.

October 16th, Sunday: Full scale Autotest at Seething Airfield. Ring me on 604288 (Wymondham) for an entry form and regulations. Closing date for entry is 8th October. Details of where we'll meet to go to Seething at next meeting.

November 13th, Sunday: Slot Car Racing at Hellesdon Community Centre. Inter-Club event with prizes. Full details next month.

December 17th, Saturday: Xmas Dinner at Tatlers. I've booked provisionally for 25. I need numbers by next meeting to confirm the seating. Cost will be approx £6 per head - exact price when menu arrives.

Roll Cages/Bars: I have received prices and a catalogue of the bars available. Recommended as the 'Rally' (by Aley) at £59.00 + £6 delivery. This represents a saving of £16. If you require one, send an S.A.E. to me, giving your car type and I'll send you a leaflet. Choose the bar and send cash with order.

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On offer this month:-

October Offers:-

Herald and Vitesse	Price	Postage
Front Overriders - 948 and 1200	£4.00	£1.00
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rear	£1.50	50p
Spitfire and GT6		
Spit. 1/11 and GT6 1 R/H Overriders	£4.00	£1.00
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Spit. 111 Tonneau Covers	£12.00	£2.00

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NORTH YORKSHIRE AREA NEWS, SALLY HURD REPORTS:

We had quite a lively meeting. Steve was rather upset at the lack of speed shown in the returning of the crossword but you've all heard of the saying: "Tomorrow is cancelled due to lack of interest".

The Christmas Dinner will be held at The Manor, Fridaythorpe on 20th December (I'm sorry folks, the 17th was already booked). The price of £8.50 per head includes a Disco. Anyone wishing to go, please fill in the form below and return to me before 31st October. Next meeting 5th October at The Bay Horse, Murton near York.

North Yorks Christmas Dinner and Disco

Number of tickets required @ £8.50 per person

Total amount enclosed..... Send to Sally Hurd, 32 Hardrada Way, Stamford Bridge, York YO4 1LT.

SOUTH EAST SCOTLAND AREA NEWS, ALAN COOPER REPORTS:

It has been rather quiet in the Area News column concerning the Scotland Areas, however, this doesn't mean we've been any less active.

This summer period has been rather hectic with our Vitesse and Spitfire 21st Anniversary. To celebrate, we entered the 'Great Annual Kelso Raft Race'; 8 tretrous and arduous miles from Kelso to Coldstream in the Borders. Our raft was made from 66 plastic containers, styled (as best we could!) to resemble a car and named "The Triumph Vitesse"! We came 62nd out of 158 entries, not bad for 6 manpower (sorry, 5 manpower, Ken (Robin Hood) Archibald, came along for the trip!).

Incidentally, the Judge and guest was David Steel (one time Liberal leader), who used to own Edward Renton's now well-kept and splendid 1200 Convertible (needless to say, he isn't getting it back).

July also saw the Glamis Castle Vintage Car Rally and a big thank you to George Malcolm, Ian Weather and family for keeping our end up. Also Stuart Gordon and Pam Reilly-Findly made it legal and got married. All the best for the future and with the Spit. III re-build.

40 very nice Club cars represented the TSSC contingent at The Doune Classic Weekend on August 26th-29th. A pity it clashed with Stoneliagh but I rather think we were the fortunate ones this time! 250 classics from Jags, Healeys, Morgans etc. competed over two full days of concours, carkhanas etc. 55 (majority convertibles) cars did a 100+ mile convoy run up the Rest And Be Thankfull hillclimb and surrounding area (sorry about the cowpats halfway up and all the way up, Ken Barncroft's lovely Vitesse 6 wheelarches!). We had beautiful weather all weekend and now wait in anticipation for next years' event.

CLUB RESULTS

Best GT6	Ken Archibald	(again)
Best Vitesse	Tony Lambert	(again)
Best Spitfire	Ken Ideson	(100,000 miler in daily use)
Best Herald	Mrs McGill	(lovely 12/50)
Distance Award	Adam Egeland from Plymouth	
Quickest Carkhana Circuit (overall)	Ronald Skirving (+ Candy)	

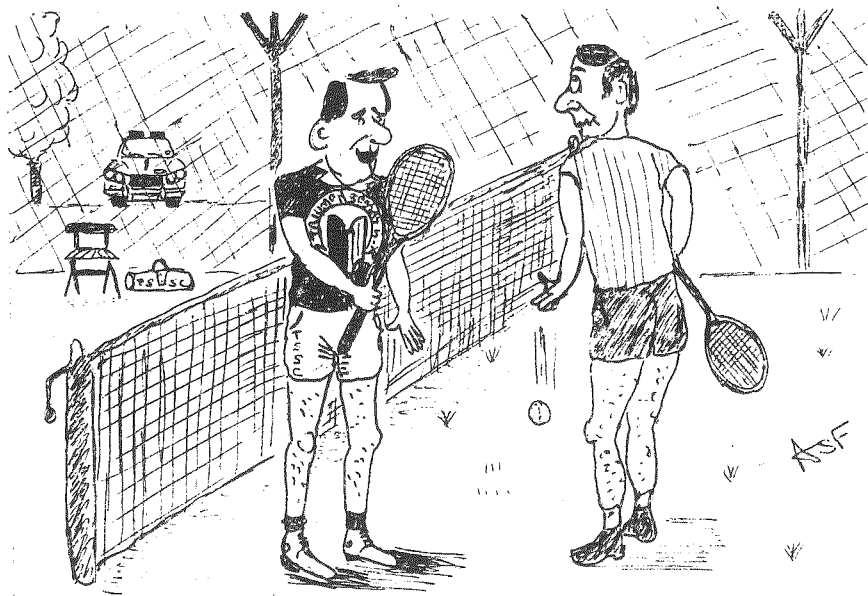
Thanks to all for turning up, some from long distances, to make it so very successful.

SOUTHERN AREA NEWS, TONY FARBY REPORTS:

Thanks to everyone who turned out for the Treasure Hunt on 28th August. Special thanks to Roger Rixon who, despite not being able to compete himself, rounded up four cars and eleven competitors. Ten cars took part (only three were 'our' cars unfortunately!) and the winners were Julian and Maureen Brotherton (and sons) who got 97 points out of a possible 100. Congratulations to the Brothertons, who incidentally had to overcome a breakdown in their car on route (well, it is a Renault!). It is just as well the first prize was a car care and repair book. Second place went to Roger Collins and Barbara Severn (yes, that Spitfire ventured out for the afternoon) and third place went to non-Club members, Martin Dawbney and his mother Mrs Kathleen Dawbney.

After the Treasure Hunt, we gathered at The Kings Head in Wickham for a beer and skittles evening, where Martin tried his best to demolish not just the skittles but the building and most of us as well!

I would like to mention 'Sparsutts' of Botley for the benefit of those local members who have not dealt with this BL agent. Recently I took my Vitesse along to collect some new parts I had on order (again!). One coming out to the car, I discovered my battery was totally flat. Having no spare battery or even jump leads, I went back to the parts department with my tale of woe. The Parts Manager, Tony Malloy, lent me a brand new battery and jump leads from stock. How's that for service! This establishment offers a very efficient, friendly service and this includes a 10% discount on new parts held in stock.



MY FAVOURITE PLAYER? WITHOUT A DOUBT IT'S
'VITESSE' GERULAITIS

Some very smart, good condition vehicles competed in the 2nd North Yorkshire Concours at Malton on the 4th September, 1983. Some equally as nice specated in the car park! Thanks to John Griss and the North Yorkshire members for a lovely day - beautiful weather followed what was a damp, misty start and at the end of the convoy up Rosedale Chimney (1 in 3), 30+ Club cars left for different parts of the country (even some Leicester members). See you all next year.

Don't forget, monthly meetings are 12.30 - 1pm and the Post House Hotel, Edinburgh on the 2nd Sunday of the month.

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

There was an encouraging turnout of 17 Club cars at the September meeting at the Caesars Arms, Creigau. Tim Frenzel and John Rees informed us of the lack of response to their request for sponsorship for their John O'Groats to Lands End run for charity.

Many thanks to everyone who attended the Vintage Car Rally at Margan Park. Next year we intend to organise a proper TSSC stand.

It is now time to think of a winter programme - such as quizzes, video evening and a slide show, so collect your ideas together by the next meeting.

It is great to see new faces at the meeting but how about some of you older members coming for a look in? Next meeting Caesars Arms, Creigau, not Castell-Mynoch, October 5th.

SOUTH YORKSHIRE AREA NEWS, MARK TURNER REPORTS:

4 cars from our Area ventured to the North Yorkshire Concours at Malton on September 4th: Despite heavy showers, the event was most successful and very enjoyable (particularly the Moors Run).

This month's meeting was attended by 5 Club members - 10 less than usual!! So, come on folks, make an effort for next month. Nevertheless, a good time was had by all. The forthcoming Treasure Hunt on Sunday September 18th, will be reported on next month.

THAMES AREA NEWS, LEON GUYOT REPORTS:

Firstly, I would like to apologise to Thames Area members who have awaited their Courier to see a Thames Area Report for the last few issues: I have had to go abroad (Dubs in France), on holiday just to find time to write one. I don't know if this is an indication of the way the TSSC is going but I have certainly been kept busy over the last few months with organising SEM '83; attending Donington and Arhem (12 area members attending); Kent's Camping Weekend - very good that - where were you all? John Reed's National Event at Bracknell, which only attracted 21 Club cars from 4,000 members, which surprised me because it was a very good event; then the Knebworth Classic Car Spectacular and the Anglia Area Barbecue; then the Leicester National Event - superb for the Club but bad for Spitfire exhausts!

I have also been kept very busy with my own car, including insuring on 'agreed value': My thanks to Lambert and Genders' enduring patience. Then preparing it for the Arnhem trip, (1,300 miles in 7 days), entering and winning the Concours then the piston rings/core plugs finally going during the Anglia Area's Driving Test (no great surprise), resulting in a rapid engine/gearbox change just before my holiday.

My thanks go to Gareth for his full synchro and O/D conversion which slipped into my Herald like a hand into a glove, albeit with a Vitesse non-O/D propshaft (sliding type). Thanks also to Mike for the loan of his yard; thanks to Andy and Bruce for lending a hand; thanks to Dave Jones for delivering my engine and the Thames Area members and thanks to Bob of an engine stud from one of his spare

engines at 11.45 pm on a Wednesday night - it was an emergency!

All this and holding down a full-time job is not easy! Anyway, now the Committee is planning SEM '84 which will be a full two day event at Chessington Zoo, Surrey on 21st/22nd April 1984 (see What's On Next). Also our Xmas Do, date not yet fixed but it is to be in fancy dress of the Charles 2nd period, (the 'restoration' - get it?) and should be near Epsom - details in the next Courier.

Events to put in your calender:

1. TR Driver's Club Test-Day at Mallory Park on 23rd October. We have been invited along with the Sunbeam Tiger Club and Daimler SP250 Dart Club.
2. The Brighton Classic Car Show on 6th November, Convoy departs Pease Pottage (just after M32) at 9.30 am.

Recent meetings have been well-attended, with a visit from Peter Van Der Veken of the British Motor Industry Heritage Trust at Syon Park, who tells me that they have just acquired a Triumph Herald 1200 Saloon, which various Thames members have shown interest in helping and/or donating parts to. This can only be good for the club.

Our next meetings at The Winning Post on the A316 at Whitton, Nr. Twickenham in Middx, are on Thursdays 13th October, 27th October, 10th November, 24th November and alternate Thursdays thereafter (8pm).

SOUTH OF ENGLAND MEET 1983 CONOURS RESULTS:

Best Vitesse

RJL350J	78 votes	(74%)
YPJ460H	10 votes	(9½%)
CXF635G	6 votes	(6%)

Best Herald

950BYP	48 votes	(46%)
RCG748G	23 votes	(22%)
RGT543E	16 votes	(15%)

Best GT6

XJH29IM	44 votes	(42%)
THO924M	25 votes	(24%)
YYH949H	10 votes	(9%)

Best Spitfire

LON897F	63 votes	(59%)
PAE565F	26 votes	(25%)
355ICR	7 votes	(7%)

Best Other Car

HER987F	Moss	39 votes	(44%)
TAE611G	Bond	39 votes	(44%)
NPC683D	Bond	4 votes	(4½%)

Best In Show

LON897F	Spitfire	35 votes	(37%)
RJL350J	Vitesse	24 votes	(25%)
XJH29IM	GT6	9 votes	(9½%)

Worst In Show

UWK16G	I3/60	23 votes	(28%)
PJH669H	I3/60	15 votes	(19%)
TGK415F	Vitesse	12 votes	(15%)

Distance Award

355ICR	Spitfire	334 miles (Consett)
VXC548K	GT6-2	274 miles (Cornwall)
RJL350J	Vitesse	155 miles (Sleaford)

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

Congratulations to Viv and Arthur Claxton - not forgetting Lucy - on winning our recent Treasure Hunt and commiserations to Bill for bending 2 pushrods and spending most of a very wet morning doing a quick roadside rebuild!

As a result of the meetings getting bigger and overflowing the bar, together with a landlord who wouldn't let any children hide in a corner after the Treasure Hunt (and was extremely rude with it), we are now on the lookout for a new meeting place, preferably with the possibility of a private room. If you can suggest somewhere suitable, come to The Fox, Kelham (hopefully for the last time) on October 6th and help us to sort things out. There is a strong case for moving further East, so if you are in Linclon/Sleaford area and would like the meeting moving nearer you, now's your chance.

WESSE X AREA NEWS, KEVIN MINNS REPORTS:

During August the Treasure Hunt organised by John and Bridget Snook, was run and quite a few cars turned up at Ringwood car park for this, the 1st Treasure Hunt to use our newly acquired Herald chassis trophy as 1st prize. Although first place was hotly contested, Andy and Angela, touring around in Angela's very tidy Herald, clinched it and now have the dubious honour of organising the next hunt, up around Yeovil I suspect.

Incidentally, the trophy will be passed on to the winner of the next hunt.

The last Sunday of the month, lunchtime meeting at The Horton Inn, north of Wimborne, proved very interesting with several new faces turning up, including a young lady, who's name escapes me, with a computer printout of every TSSC type of car she has come across in her travels. Details included; registration number, body type, options etc., and the list has over 600 cars on it. Mr Ball, who has recently sold his Vitesse MK11, brought along a boot full of brand new BL MK11 Vitesse spares which are for sale, including new bonnet and body panels. Come along to the next meeting if you wish to get in touch with him.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Profuse apologies from the committee. As you know from the last Courier, we were all set to change from The Herald to The Triumph Social Club for the Coventry meetings. Due to a very stropky 'little Hitler', who thinks she can run the place like the Third Reich - "We can't remember you at all" (17 cars all arriving together!) - and to cut a long story short, all plans to use the place have now been cancelled. In future we will be using The Sportsmans Arms which is on the slip road off the A45 just before the Trust House Forte Post-house Hotel. The pub can only be approached from the Birmingham direction due to the dual carriageway, so a few U turns may be in order! The TR Register and JDC meet there and the manager knows about cars and car clubs very well. We have both our own bar and a big room upstairs for functions. I do apologise for confusing you all but, with the Social Club's sudden and unexpected change of attitude and matters too deep for here (i.e. money), we feel it is in the Area's interest to meet somewhere that appreciates our Club and our cars.

Onto a lighter and happier mood - the Christmas Dinner. This year it will be held at The Sportsmans Arms on Friday December 9th. The menu is soup to start (prawn cocktail may be ordered for 60p extra - please order on the night), full turkey dinner and all the trimmings, Christmas pud, mince pies and coffee. Wine and disco are included with the dinner - all for £7.00 a head (please note - cheaper than last year!). Remittance and SAE please to Janis Spicer, 336 Clarence Road, Four Oakes, Sutton Coldfield, West Midlands.

Lastly, the Area AGM is to be held on December 7th at The Bull, Shenstone. Please note - this is a WEDNESDAY! We have two members standing down (well, 3 if you count Carol's present state!), so we need nominations to fill these posts. Have a think and if you feel you have something to offer, tell us on the night that you wish to be nominated.

Next meetings: 9th October, Sunday lunchtime, The Belfry; 27th October at the Sportsmans Arms, Coventry and 24th November at The Old Gate, Heathton, nr. Wolves. Sorry for any sore brains!

WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

After months of literal absence, the West Yorks Area breaks silence to announce, with possible devastating consequences, the movement of a stalwart. Our beloved, dedicated and revered Area Organiser is vacating his post, some say quitting. No backroom coup or boardroom reshuffle, it's just that Nigel feels it's a job for a younger man, so nominations for what is an exciting, nay dangerous position at the next meeting.

Congratulations to Ken on winning against fierce international competition, the Best Spitfire award at the TSSC Classic Car Rally. Ken, forever modest, later interviewed commented that it was a personal choice and extended his thanks to his family who were bused in to support him.

Please note that at the October meeting we will be honoured by a visit from Neil Williamson - International Spitfire Register Secretary.

A driving competition at Elida Gibbs, Coal Road, Seacroft, Leeds, will be held at 10.30 am on Sunday 16th October not 9th October as circulated at the September meeting.

Finally, names please for Fireworks Party and Christmas Dinner.

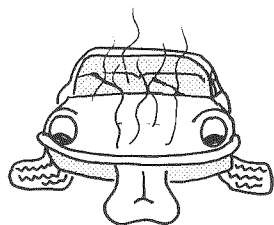
Meetings are held on the first Tuesday, White Bear, Norwood Green, near Halifax or ring, for the time being anyway, Nigel or Alison on Huddersfield 844682.

NEW AREA

WEST COAST OF SCOTLAND, JOHN HODGSON REPORTS:

Are there any members North of Glasgow and South of Lerwick interested in the odd dram around Oban/Lochgilphead? If you are, contact John or Jenni Hodgson on Connel 560 and we'll try and get something organised.

Triumph Hospital



STUART WARREN

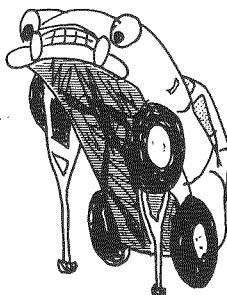
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BILL SUNDERLAND - EDITOR.

CAR MART

Spitfire MKIII, 1969. S/H tops. W/wheels. New rear suspension. Suit enthusiast. £250 o.n.o. Contact: Kitty Wass, tel: 01 977 1812 (Teddington) - non-member.

Vitesse 2L Saloons, 1967: One with sunroof and O/D gearbox but with accident damage to rear. The other with very sound chassis and body but needs interior trim to complete. £250 each o.n.o. Contact: D Shields, tel: Brentwood 0277-354607 - non member.

Spitfire MKIV, 1972. Royal Blue. Soft top. Taxed end September 1983. MOT May 1984. Tonneau cover, boot luggage rack. £100 spent on brake overhaul, new tyres etc. £695 o.n.o. Contact: Mr R Dodd, tel: Chapmanslade 0373-88-688.

Spitfire MKIV, 1971 'K'. Good, original condition. £1,000 o.n.o. Owned since 1974, second car. Pimento Red. Looks smart. Also MKII modified hillclimb car, 1500cc, wishbone rear suspension. Many mods, trailer. £375. Contact: John Pickford, tel: Hereford 0432-51793 (evenings) - 80/01142.

GT6 MKIII, 1972. Entered TSSC Concours 81-82. Superb, Saffron coachwork. O/D SAH exhaust, cassette/radio. Maintained to high standard. Recent parts fitted: New bumpers, sills, exhaust, distributor, gearbox, battery. £1,950. Contact: Clibe Beeken, tel: Market Deeping 0778-347559 - 81/02066.

Herald 13/60 Convertible, 'J' reg. MOT and taxed until September 1984. Excellent condition. Valencia Blue with Tan trim. Seat Covers. New exhaust and outrigger just fitted. Aerial and radio. Reversing lights; black tonneau cover and spare cover. Has been regularly serviced and maintained since new by present owner. This car is a real collectors piece. All bills may be seen? Reason for selling? Owner and wife too old for open car. 92,000 miles on the clock. £900 o.n.o. Can be seen and tested any time. Contact: L Habbitts, tel: Reading 473692 (evenings) - non-member.

Herald 12/60 1961. Low mileage and in good condition. One lady owner since first registered. Complete service history including MOT's and original purchase invoice. Offers invited for this genuine collectors car. View at Rickmansworth. Contact: L Irwin, tel: 0923-774104.

Vitesse Convertible MKII 'G' reg. O/D; Maroon with White stripe. Excellent condition throughout. £1,500. Contact: Toby Roberts, tel: (Richmond) 01 940 3929 (evenings) - 82/4130.

Herald 948cc Saloon, 1961. New tyres; 6 months MOT; good condition. Excellent car for restoration plus some parts and original manuals. £350 o.n.o. Contact: Nigel Jones, tel: (Portsmouth) 383101 ext 276 (daytime) - 83/5538.

Spitfire 1500, 1975. Canary Yellow. Excellent condition. New clutch; recon. bottom end; new radiator; two new Michelin ZX's; one years MOT; five months tax; roll bar; electric aerial; radio cassette. £1,350 o.n.o. Contact: A Robinson, tel: (Wantage) 2777 (evenings) - 82/4858.

1200 Herald 1965, 5 months MOT; 62,000 miles; sound chassis, body fair; nearly new tyres. Spare 13/60 engine and gearbox plus 5J wheel and tyres. £400 the lot. Contact: Steve Flint, tel: Sutton Elms (Leics) 0455-283394 - 83/5328.

Herald 1200 Saloon. First registered 12.7.67, chassis no. GA231999DL, engine no. GA22981HE. Colour, Blue. Mileage, 45,000 believed correct. 2 owners inc. vendor for last 6 yrs when used for local running only. In good general condition. MOT Jul '84, taxed 31.1.84. Offers. Contact: Graham Norris, tel: 09662-4036-non-member.

Herald 13/60 Convertible, 1971. Saffron Yellow; 97,000 miles. Recent new parts inc. tyres, exhaust, front valance, UJ's, carpets. Chassis repaired. Stereo radio/cassette. Tonneau. Bills for over £1,000 since late 1981. Offers around £700. Contact: T Gillam, tel: 01 866 3997 (Harrow) - non member.

Spitfire MKIII. Red; soft and hard tops; new tyres; spare bonnet. Good recon. engine 2,000 miles. Failed MOT on handbrake only. Wire wheels. Many spares. Must sell as becoming a student. £150. Contact: Phil, tel: Ashford (Kent) 30106 - 83/6232.

Vitesse MKII Convertible, 1969. Tax and MOT. Restored to original condition. New gearbox, diff., door sking. Perfect chassis, Waxoyled. New clutch, copper brake pipes, new front and rear suspension. Resprayed. £1,250. Contact: T Duffy, tel: (Bolton) 0204-76701.

GT6, 1973, 'M'. Good condition. 6 months tax/MOT. Extras. 65,000 miles. House purchase forces sad sale. Contact: Clifford Jones, tel: Hemel Hempstead 0442-214789 after 6pm - 82/4325 £1,400 o.n.o.

Spitfire 4, 1964. Red. In very good condition. 104,000 miles. New floor. 1yr MOT. One owner since new. Re-built engine, new hood, overdrive. £1,000 o.n.o. Contact: Mr Hicks, tel: Maidenhead 70609.

13/60 Convertible 'G' reg. MOT Feb. Reasonable smart body, needs new hood. Good runner but overheats. £225 o.n.o. Write or ring H Colls, Room 35 Nurses Home, Addenbrooke's Hospital, Trumpington Street, Cambridge, tel: Cambridge 355671 ext 208.

Vitesse Convertible 1967 MKI, 2-litre. Excellent all-round condition. O/D, Blue with tan upholstery. Reg. RLY IIIIE. Offers around £795 o.n.o. Contact: Bob McDonald, tel: Rotherham 0709-63307 - 83/4377.

935 EWD - Triumph Herald, 1147cc Saloon. Registered Jan. 1963. Green/White. Good order but not used since 1978. Mileage 58,000. Sensible offers and further information contact: Sowerby, 22 Penfold Drive, Great Billing, Northampton. Non-Member.

Herald 13/60 Convertible 1971. Red/black hood. 'Hilda' needs new home; has been very reliable but now rear axle needs attention. Money not important - love is! Contact: Catherine, tel: 01-302 3254 (Dulwich) - home or 01-323 3211 ext. 334 - work. 83/5951.

GT6 MKI: Fully restored, over £2,000 spent. Complete engine recon. Following parts new: Water pump; SU carbs.; clutch; chassis; bumpers; complete front suspension; shockers; braking system including calipers; servo; most body panels; electric fan; chrome wire wheels. Contact: Peter Herbert, tel: Rotherham 816762 - 83/5570.

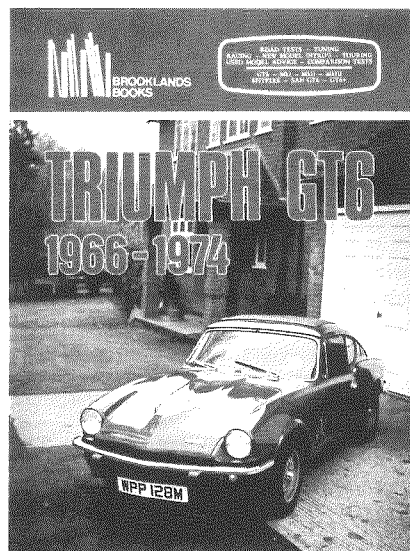
2L MKI Vitesse for spares or repair, £100. herald 1200 for spares or repair, £45. Contact: Tony, tel: (021) 353 9961 - 00240.

Vitesse MKII Convertible 1971. Valencia blue; good condition; 20,000 miles on fully reconditioned engine; MOT March 1984; taxed; good tyres. £795. Contact: Richard Deane, tel: Wiscombe 3421 (Avon) - 78/499.

GT6 MKII, 1969. Valencia blue; fitted with sunroof; O/D; rear seat; alloy wheels. Nice little car. Recent gearbox, sills. Mine past twelve years. Full test, taxed. Offers around £950 considered. Contact: Ray, tel: Ashdon 503 (Essex) - 80/01296.

Herald 13/60 Convertible 1968, F. 95,700 miles; 3 owners. No MOT. Doors and sills corroded but chassis, mechanicals, Radials etc. OK. No petrol tank. Ideal for restoration or kit-car. £120. Contact: John Linton, tel: Steeple Claydon 303 (evenings) - no membership number.

TRIUMPH GT6



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Some 28 articles from the US, UK, and Australia trace the GT6s progress from its introduction in 1966. A total of 10 road tests and 2 comparison tests plus articles on tuning, new models, buying a secondhand car, touring and racing. Models covered include the Mk I, Mk II, Mk III, the Spitfire, SAH GT6 and the GT6+.

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Herald 1967. 9,000 miles. 1980 TSSC Concours winner on only appearance. Original, as new. Owner forced to sell. Offers in excess of £2,000 only considered. Contact: R Smith, tel: Maidstone 47183 anytime - no membership number.

Vitesse MKII. Damson/beige interior. Good condition. MOT end June '84. Taxed Nov. O/D; alternator; good tyres; stereo radio/cassette. Goes very well. Plenty of spares. £450 o.n.o. Contact: Gordon, tel: Guildford 63007 - no membership number.

Herald 1200 Saloon, 1968 'G'. Excellent bodywork, solid chassis and runs well. MOT Feb '84. Cheap, reliable motoring for £250. Contact: P Johns, tel: (Wantage) 02357-68749 - 83/5216.

Vitesse 2L, MKII, 1970. O/D; 11 months MOT; new radiator and trunnions; good tyres; recent red respray. Fast, reliable and in v.g.c. £650 o.n.o. Contact: Derek Smith, tel: (Neasden) 01-452 1421 - 81/2274.

Vitesse MKII Convertible, 1970. O/D; recon. gearbox; 4 new tyres; 3.63 diff within last 2 years. New hood, tonneau, U/J's, Rotoflex, radiator. £600. Contact: John Arney, tel: Felixtowe 286106 (day) or Felixstowe 270109 (evenings) - 2323.

GT6 MKIII March 1974. 42,000 miles; Pimento/black cloth interior; O/D; tints. £1,700 o.n.o. Contact: Nigel Thorpe, tel: 01-836 4444 (work) or (Isleworth) 01-568 7508 (home) - 80/01880.

Herald 13/60 Convertible. White with good black hood; solid chassis and bodywork; recent replacement doors. Bodywork needs cosmetic work only. 1 yrs MOT, 5 months tax. Spitfire engine fitted. Offers around £600. Contact: Dave, tel: Didcot 814498 - 83/5494.

Spitfire MKI, 1963. Reg. no. 931IPJ. MOT Dec; new floors, sills, tyres. Many spares including engine, door skins. Hard top and tonneau cover. Offers around £150 or will split. Contact: T Haste, tel: Preston 716158 (evenings) - 82/5057.

Herald 13/60 Convertible, 1971. MOT August 1984. Taxed; Navy blue. £875. Contact: B Davies, tel: 0926-56281 (after 6 pm) - non member.

The ultimate GT6 experience! Ex-Chris Williams/Windmill Plastics racing car, rebuilt to 1973 specification. Tested triple C. Jan 1973. Modifications too numerous to list (see GT6 Turning Circle). Offers above £5,750 for this unique vehicle - no time wasters etc. Contact: George Woolfenden, tel: (Lincoln) 0522-31922 after 9.30pm. - 79/650.

GT6 MKI. New bonnet, wings, rear valence, boot floor, sills, head lining, vinyl roof. Good battery; tyres Dunlop wheels. Good mechanical order. Resprayed (door!). Needs tidying. Space desperately needed. £325. Contact: T Barrett-Kins-bury, tel: (Thanet) 0843-65979 - no membership number.

Vitesse MKII 2L, 1970 'J'. One of the last to be made. Rebuilt in signal red. New front valence. V.g.c. but needs carpet. Contact: Mick Roders, tel: (Sheffield) 0742-468934 - 83/5644.

Bond Equipe MKII Saloon, 1969. Yellow. Garaged from new. Not used last 6 winters. V. g. original condition and running order. Taxed June '84. MOT Mar. '84. Numerous spares including engine. III health forces sale. £750 o.n.o. Tel: 0964-30048 - non-member.

Herald Convertible 13/60 'H'. New clutch; MOT 'till July '84. Good underneath; body needs slight attention. £450 o.n.o. Some spares included. Contact: Hewlett Madingley, tel: (Hardwick) 0954-211017 - non-member.

Vitesse 1968 2L Convertible. Excellent condition. 68,000 miles. Dark blue. £1,000 o.n.o. Contact: H Verney, tel: Kemple 377. Non-member.

GT6 MKI, 1967. Reg. no. SLY 5F. Silver; MOT; recent cylinder head. Bodywork rough. £250 o.n.o. Contact: Chris, tel: (W9) 01-968 5189 - non-member.

Herald Coupe 1961. Class 1+ condition. Genuine 13,000 miles. Original red/white trim. Mechanically excellent. One owner. Offers over £650. Contact: T Bastock, tel: (Solihull) 021-706 8905 - non-member.

5 nearly new tyres; £200 Sharp stereo; carpets; rear seat. Fitted with O/D; oil pressure and amp meter gauges. Tested 10 months, taxed 'till January. Spares to go with car include v.g. steel bonnet, 2 brand new door shells, new rear door, new rear valance and windscreen. Bargain @ £1,200. What is this car? For further details ring Rotherham 816762.

Herald 1200 Saloon, 1962. Reg. no. 864 AYG. Black/red leather seats. Full history. 18,550 miles. MOT Aug. '84. Good all round car. £675. Contact: Trevor Battams, tel: (Maulden, Beds) 0525-402739 - no membership number.

GT6 MKIII. French blue; M reg. Rebuild - new wings etc. O/D; tints; Cobra's (175/70's); blue interior cloth seats; Motolita steering wheel; new fabric sunroof; Spax; clutch and bumpers; Lumination SAH exhaust. Approx. £500 spares included. £1,850 o.n.o. Contact: J Anderson, tel: Wideopen (Tyne & Wear) 364858 - 81/2441.

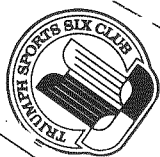
GT6 MKIII, M reg. Emerald green with black interior. Sundym windows; brushed velor seats; servo; O/D and electronic ignition. Taxed, long MOT. Recon. engine; resprayed. In v.g.c. £1,775 o.v.n.o. Tel: (Peterborough) 0733-239172 evenings after 8th October.

Vitesse MKII Saloon, 1970. Taxed and MOT'd. Body and chassis excellent; believed to be rustproofed from new. Mechanics sound. Green with red interior. £550 o.n.o. Tel: David, tel: (Essex) Radwinter 211 - 82/4113.

GT6 MKII, G reg. Valencia blue; new gearbox and clutch; recent new engine; MKIII SSW wheels; MOT June 84; tax Feb. '84. £795 o.n.o. Contact: Alan, tel: (Brislington) Bristol 0272-632909 between 9 - 5 or 0272-712108 after 5.30 pm. - no membership number.

Herald 13/60 Saloon, J reg. Valencia blue/tan interior. V.g.c. all round. 1 years MOT; 5 good tyres. Very reliable car but no tax, hence only £200. Contact: Simon, tel: (Twickenham) 01-892 3963 after 7 pm - no membership number.

Bond Equipe, F reg., 1967. White. Needs bodywork attention. Round the clock once. £175 o.n.o. Contact loving owner: G M Johnston, tel: Fossebridge 273 - non-member.



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1983 has been an important turning point for Sport Six. We have made some important purchases of almost unobtainable spares, especially in the line of transmissions. We are constantly having trouble keeping up with demand for units. Looking back over our records apart from sales abroad, on average 14% of club members are running on Sport Six gearboxes and diffs. assuming membership is at over 4,000. For a small firm, quite an achievement in just over 2 years almost as amazing as the Club's expansion.

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SPITFIRE MKI - III, Herald/i360: At last we can offer reconditioned gearboxes with virtually all new parts. Guaranteed quiet 1st gear, with new clusters and 1st gear selector. Special Club Price: £70 exchange.

Spitfire MKIV: Because of a recent purchase of warranty units, standard gearbox down to £80 exchange. Overdrive gearbox now £95 exchange.

Vitesse and GT6: We are unable to make reductions here but there will be no increase this year.

Diffs: 4.11 comp. spec. now available new crown wheel and pinion	£100
3.89 Vitesse, GT6 O/D Spitfire IV crown wheel and pinion	£125
3.63 Spitfire I500 and conversions crown wheel and pinion	£125
3.27 GT6 non-O/D and conversions crown wheel and pinion	£150

All units are exchange and guaranteed 12 months synchromesh on gearboxes now has a 24 month guarantee.

For those members who have been waiting for news of the conversion brackets for telescopic shocks on Vitesse MKII, they are at last available at £26 per pair.

For members requiring welding, we can undertake any work which is carried out at our workshop, to a very high standard.

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PARTS MART

Vitesse O/D gearbox. Fully reconditioned gearbox and O/D. £75 o.n.o. 1600 Vitesse head and 2,000 Vitesse differential. Offers? Tel: Wishbech (0945) 583597.

Herald 13/60 Saloon roof complete with windows and headlining, £10. Pair of seats (black), £6. Pair of wheels, £3. Also 1200 engine, £5 and carb., £2. Some other items also. Contact: P A Williams, tel: Gravesend 60943 - 83/5460.

Reliant garage 'Ideal' suspension aid for Triumph Herald rear end. Easy to fit. Reduces tail end problems on bends. £15. Contact: Tom Thomas, tel: 01 452 2902 (NW3) - 79/00760.

Vitesse 2L MKII engine, complete with new clutch, carbs., water pump, dynamo rebuilt only 4,000 miles ago. £150. Vitesse tow bar assembly, £6. Contact: Mr T Keen, tel: 01 573 4282, evenings (Hillingdon, Middx) - 81/3030.

Vitesse MKI 2L gearbox, £15. 1965 Spitfire gearbox, £10. Vitesse passenger door, £5. Boot lid, £5. Windscreen, £5. Contact: P D Butler, tel: Clevedon 0272-876927 after 6pm - 82/4597.

Full set of wire wheels, hubs and spinners. Need sandblasting and painting. £60 o.n.o. Contact: Martin, tel: Sheffield 306240.

Seats for Spitfire MKIV: Immaculate, black vinyl. No marks or tears. Good tunners!! Non-reclining, no headrest facility. Fresh out of my baby. Offers around £50 the pair. Contact: Neil Henderson, tel: 01-650 8628 evenings (Beckenham, Kent) - 82/3459.

Spitfire hardtop: Steel, black. Good condition. Fits MKII/III. Collect South West Birmingham. £50 o.n.o. Contact: C Hollywell, tel: 0527-32846 - 82/4716.

Vitesse MKII Saloon parts: Beige seats and complete interior trim panels, £40; cappings, £10; pair of sun visors and mirror, £2; 3 Rostyle wheel trims, £10; engine side valances, £4; radiator, £10; heater assy., £5; air cleaner assy with pipes, £3; also boot lid complete with all glass, all lights, bumper cappings, doors etc. Contact: Mike, tel: lee-on-Solent 0705-552749.

Vitesse MKI 2,000 engine. Good condition, clutch gone, no ancillaries, £20. Contact: Steve, tel: Bolton 0204-20258 - 83/5656.

Five 5½ x 13 GT6 MKIII wheels with 185/70/13 tyres as new spare, never used, £80. Spitfire 1500 speedo. new calibrated 363-1, £10. Vitesse hood and frame, black, £25. Contact: Steve, tel: 01-801 4577 or Brian 01-808 9720 (Tottenham) - 82/3806.

Vitesse parts: MKII engine, v. good, £50. MKII cylinder head, ground valves, etc. £25. All parts to build 3.63 ratio diff, £45. Set of five alloy wheels and good tyres, £110. SU carbs on manifold with ram pipes, £30. MKII boot insert, £10. Convertible rear seat, £10. Steering rack, £25. Set MKII wheel trims, £20. MKII grill, £5. O/D unit, £40. MKI headlamp surround, £5 pair. Tail light lenses, £5 pair. Sidelight glasses, £5 pair. Set vitesse instruments, £15. Herald 13/60, 1200 instruments - various prices. Herald complete Estate rear section in good condition to include tailgate, all glass, seats, rear deck, etc: Ideal for Vitesse conversion, £65. Contact: Mike Tebbett, tel: Ledbury 0531-3677 - 81/2408.

SAH rear anti-roll bar for Vitesse MKII; v.g.c., £20. 1200 Herald dash, good, £2. 13/60 discs pads, new, £2.50. 1200 oil filter pre-64, £1.50. Have other items, please contact: Bruce, tel: 01 995 5202 (Chiswick) - 3345

Webber 40 DCOE carbs X2 pairs, £55 a pair. Plus Leyland recon. O/D gearbox 18/50 Dolomite - will fit Vitesse, GT6, unused, £90. Contact: Stan, tel: Plymouth 700555 - 80/01400.

Spitfire MKII broken for spares: Good chassis, all suspension; engine needs rebuild; good bonnet; all bumpers - not dented; perfect petrol tank and windscreen assy.; etc., etc. Good doors and seats required for MKIII. Contact: Richard, tel: Bristol 738003 - 81/2266.

Vitesse Panels BL: N/S front wing, £25. O/S front wing, £25. N/S front wheel-arches, £12 pair. O/S front wheelarches, £12 pair. Front panel, £16. Lyr finishers, £3 each. Rear wings, lower, N/S, O/S, £25 each. N/S tonneau top of wing, £12 each. O/S rear chassis extension, £4. O/S treadplate, £1.50. Rubber boot carpet, £6. Bootlid seal, £7.50. L/H front carpet, red, £8. Contact: J Wall, tel: Ringwood (Hants) 04254-2204 - 2822.

2000 cc cylinder head suitable for Vitesse etc. and matching manifolds, £30 the lot. Contact: Chris, tel: (W9) 01-968 5189 - non-member.

Spitfire MKIII 1967 two bonnets, need attention, £30. Works hardtop, tatty, £10. Boot frame, £2. Contact: Graham, tel: (Rugby) 0788-832825 - 83/6057.

Spitfire MKIV driveshaft, good condition, £15 inc. P+P. Contact: John Gunion, tel: (Ayresshire) 0294-56742 evenings - 83/5841.

Breaking 13/60 Estate and 1200 Saloon with sunroof: All parts available except front suspension. Also, wanted complete front suspension in exchange for parts from above. Contact: A Fowles, tel: (Essex) 01-508 4436 evenings and weekends - 82/3690.

4 Cobra Super Slots v.g.c., complete with nuts and centres, £80. Spit/GT6 MKIII drivers' door, new, £35. Contact: Tony, tel: 021 353 9961 - 00240.

Breaking Vitesse MKII (also some MKI parts) and 13/60 Convertible, front damaged (has excellent rear body with 2 new wings). Some GT6 MKIII parts inc. towbar; nearly new non-O/D prop., late type rear suspension, good rear spring. Spitfire MKIII recon. engine and good hood and frame. Contact: Dave Jones, tel: (Edgware) 01-952 0815

Spitfire MKI N/S door. Shell, red in v.g.c., £10. MKI seats, fair cond., £10. Pair MKI hood and frame, £20. May split diff. for 1200 Herald - cond. unknown, £5. Contact: D Maloney, tel: Didcot 814498 - 83/5494.

Vitesse MKII rolling chassis complete with engine, gearbox and driveshafts. Ideal basis for kit car. Contact: Ian, tel: (Glos) 02575-3652. - 82/3424.

Pair of brand new Solex carbs, type B32IH as fitted to early Vitesse 1600 models, £35. Contact: Martin Brown, tel: 045-389 345 evenings. - 82/3424.

GT6 MKIII parts: Diff. 3.27, £60; gearbox, £15 (needs synchro); steering rack, £8; MKI steering column with wheel and stalks, £6; centre dash complete, £5; Leyland Workshop Manual GT6/Vitesse complete with last amendment, never used, £10. Contact: D Wakeford, tel: (Surrey) 01-337 0470 - 81/2646.

White fibreglas hardtop. Vitesse/Herald headlining, excellent condition, £100 o.n.o. Contact: S Taylor, tel: Heathfield (E Sussex) 3838 - 82/4984.

Garage clearout: Vitesse MKII gearbox, £20; O/D unit, £10; Spitfire diff., £20; Spitfire Ashley hardtop, £50. Contact: David Royle, tel: Winchcombe 602672 - 83/5254.

Breaking Spitfire MKII: All parts available including: Engine (400 miles since recon.) and excellent gearbox; 4 branch exhaust; steel wheels with chrome hubs; hardtop etc. Must sell or scrap soon! Contact: Tim, tel: (Bromley) 01-464 1031 after 5 pm - 83/6314.

I3/60 new parts for sale: Bonnet top, £30; front valance, £45; pair rear lights, £12; O/S quarter valance, £6; sills £8 per pair; Vitesse factory rebuilt radiator, £45; S/H Herald 1200 Workshop Manuals (Stanpart) 1st Edition, £8; 2nd Edition, £6; S/H rear body section (Saloon), £10; complete Convertible I3/60 for rebuild - offers. Contact: Geoff Lebbon, tel: (B'ham) 021-358 7448 - 82/4081.

Breaking Vitesse MK1 2L Convertible. All parts available inc. recon. diff., good engine and O/D gearbox. Excellent interior; doors good but rest of body a bit tatty. Also have O/D unit and new steel side valance. Contact: David, tel: (Essex) Radwinter 211 - 82/4113.

Herald/Vitesse broken constantly. Clear out sale, everything very cheap i.e. doors, £7; bodies, £10; Herald 948 engines, £15; I2/50 engines, £20; Vitesse MKII bonnets, £20; gearboxes, £8; restorable I200's, £20. Contact: Simon, tel: 892-3963 evenings.

WANTED

Parts Catalogue, O/D prop and column switch for Vitesse. Contact: Steve, tel: 01-801 4577 or Brian 01-808 9720 (Tottenham) - 82/3806.

Vitesse 6 bumper centre and rear name plate. Contact: Tommy Johnansson, Lovingsgatan 28, 552, 58 Jonkoping, SWEDEN Tel: 0076-36122790.

One 5½ x 13 Triumph oval hole steel wheel to suit GT6 MKIII. Contact: R Johnson, tel: Tamworth 69238 - 81/2337.

TRIUMPH SPITFIRE & GT6

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ANGLIA	Barry Newitt	0223-841407	Coach & Horses	1st Thursday
AVON	James Sturgeon	027 588-4651	Various	1st Mon/3rd Wed
CORNWALL	Richard Cunningham	0872-78549	Various	Last Friday
COTSWOLD	Sue Ind	0285-61837	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	Dukes Head	2nd Wednesday
ESSEX	Barry Thurgood	0279-812675	Golden Hart	2nd Sunday
GLoucester	Richard Flower	0242-510145	Royal Oak	Last Wednesday
HANTS & SURREY	Tony Beale	04862-68338	Green Dragon	2nd Wednesday
HEREFORDSHIRE	Jim Rickards		The Red Lion	1st Monday
HERTS NORTH	Bev Warren	0442-215024	Coach & Horses	Last Wednesday
HERTS SOUTH	Jeremy Hurst	0322-21056	Cock House Inn	2nd Monday
KENT	Martin Radford		The Grashopper	3rd Tuesday
KENT WEST	Lynda Lee		The Cock Inn	Last Thursday
LEICESTER	Ian McKeggie	0858-63934	The Bull's Head	3rd Thursday
MANCHESTER	Andrew Head	061-427-1378	The Fountain	1st Monday
MILTON KEYNES	Geoff King	0908-315025	Kings Head	3rd Wednesday
NORFOLK	Phil Hudson	0953-60488	The Holystone	2nd Monday
NORTH EAST	Tony Lambert	0632-562577	Old Hall Tavern	1st Monday
NORTH LONDON	Steve Willis	0707-51769	The Three Crowns	Various
NORTH MIDLANDS	Don Halliday	0889-881566	Pig & Chicken	3rd Thursday
NORTHERN IRELAND	Andy Scorgie	0265-822826	Redgate Lodge	1st Saturday
NOTTINGHAM	Geoff Fletcher	060-76 66147	The Grapes	2nd Wednesday
OXFORD	John Cudmore	099 389 555	Black Horse	2nd Monday
RIBBLE AREA	Andrew Deacon	0985-70514	Fox & Hounds	2nd Monday
RUGBY	Andy Jones	0203-452541	Greyfisher	1st Thursday
SALISBURY	Hugh Davies	0908-23517	Beech Tree Inn	2nd Wednesday
SCOTLAND	Nigel Waddell	041-427 4340	Post House	2nd Sunday
SOUTH EAST	Kenneth Archibald	031-334-0148	Lerwick Hotel	1st Sunday
SHETLAND	Alan Cooper	0383-823980	The Rising Sun	Last Thursday
SOMERSET	Michael Thomas	095-02-286	The Good Intent	1st Tuesday
SOUTHERN	Nick Bradbury	0278-662698	The Five Bells	3rd Sunday
SUSSEX	Tony Farby	0329-232605	The Winning Post	Alternate Thurs
THAMES	Colin Harrison	0444-413607	The Fox	1st Thursday
TRENT	Leon Guyot	01-947 7859	Castle Mynach Pub	1st Wednesday
WALES NORTH	Mike Costigan	0636-814050	The Skittlers	2nd Tuesday
WALES SOUTH	Mike Stewart	0270-625322	Various	1st week of month
WESSEX	Tim Davies	0656-863426	Coach & Horses	2nd Thursday
WEST MIDLANDS	Kevin Minns	0202-602152	The Lumley Arms	1st Wednesday
WORCESTER	Tony & Janis Spicer	021-353 9961	White Bear	1st Tuesday
YORKSHIRE NORTH	Trevor Brotherton	0386-6547		
YORKSHIRE WEST	Chris Stabler	0302-743579		
	John Genders	075-92 4367		
	Nigel Weedon	0484-844682		

TRUMPINGTON CAMBRIDGE

HEATH VILLAGE
TOTNES
COOKHAM HEATH NR MAIDENHEAD
LITTLE BURSTEAD
NR BIROLIP
PIRBRIGHT
BISHOPS FROME
OFFLEY
NEWGATE VILLAGE
WESTERHAM
ARNESBY
HALEBARNES
LOUGHTON
HETHERSETT
SHIREMOOR
CHINGFORD
STONE
TEMPLEWICK
CASTLE DONNINGTON
YARNTON
KIRKHAM
CLAYCOTON
DUMGOYNE
EDINBURGH
KNAPP
HORNDEAN
CHAILEY
WHITTON
KELHAM
LLANRHISANT
BROADSTONE
HARVINGTON
MALTBY
NORWOOD GREEN