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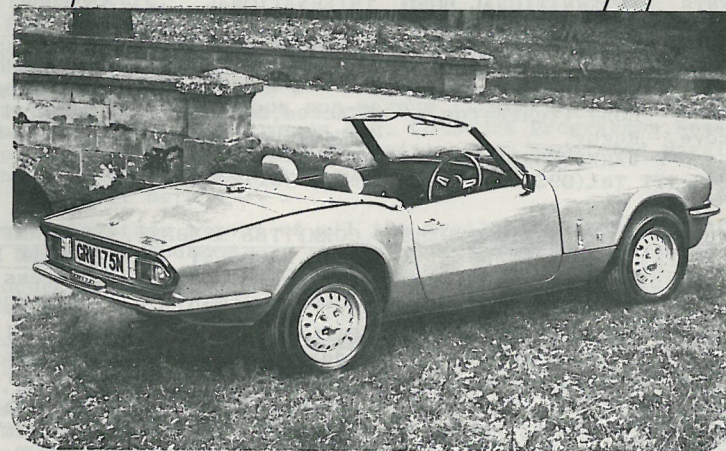
THE COURIER



October 1980 No. 4

the monthly news publication of the
Triumph Sports Six Club

Farewell 'O Chariot of Speed.
Thy descedents are no more,
but thy Spirit races on.
ANON.



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

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JOHN CUDMORE 'Up Country' High Street, Stonesfield, OXFORD. Tel. (099-389) 555.	EDDIE EVANS Address as for Tech. Sec.	MATT MAUDSLEY Address as for Comm. Chairman	MAGGIE MAUDSLEY Address as for Comm. Chairman.
	JOHN BUST Address as for Int. Her. Reg. Sec.	BILL SUNDERLAND Address as for PRO.	PAM GRIFFITHS Address as for Vice Pres.
	MIKE LONG Address as for Int. GT6. Reg. Sec.	DAVE BAYLISS 64, Wimbledon Pk. Rd. LONDON. SW1 85SH.	SUE CHAMBERS 64, Wimbledon Pk. Rd. LONDON. SW1 85SH.

Continued on back cover.....

INTRO

AGM - NEW LOOK

The Committee have asked the Leicester Area (because its central) to provide a venue for this years AGM (Sunday 26th. Oct.) In keeping with the spirit of the slogan "TSSC, the Club that's going places" we have booked one of the best cinemas in Leicester (don't worry its not as expensive as you would think). It is part of the ABC Film Centre & because our AGM is at such an early hour, we've taken over the whole complex. We are providing therefore our own Car Park Marshalls, Entrance Marshalls & Theatre Marshalls. It should be great fun playing 'Cinemas' if nothing else!

The Leicester Area Wives (like the Capitals girls?) are taking over part of the rather swish Theatre Bar & will be selling snacks to keep you going until you get home (see important conditions re, snacks in AGM notice). The Bar will be selling the usual pub drinks, but unfortunately there are no pumps or kegs for the beer, so its all bottled I'm afraid, but I'm sure that we can survive for one lunch-time. If we are unable to show the films (see reasons in AGM notice) the bar will stay open until 2pm. & we can at least have a 'Noggin & Natter'.

I know that AGMs can be a bit of a drag normally, so we've made an effort this year to give it some more interest, so please do your bit & come along to the AGM, it is everyone's chance to discuss the Club's progress (lack of progress?) & with the films, bar etc. it should also be a lively social occasion.

PAS & BS on behalf of Leic. Area

CLUB LIBRARY/ARCHIVES

A lot of Members are probably not aware that the Club has been collecting leaflets, books, magazines articles etc. since the Club started, in the hopes of setting up a postal lending library.

Now that we have developed into appointing Secretaries for each Marque, the Committee has decided to pass onto them all the relevant books, workshop manuals, sales brochures etc. in order that the Marque Secretaries can more readily answer detailed queries, model changes, etc. The precise details have yet to be settled with the Marque Secretaries re. the postal lending library part, but that should be made clear in the very near future.

There is of course an immediate problem with some of the books & workshop manuals in that they deal with more than one Marque, e.g. a workshop manual for the Herald and the Spitfire is fairly common, if you have only one copy, who do you give it to? To solve this problem & also to gather together the various non-marque literature etc. which the Club itself over the past 3 years, e.g. Concours Programmes, Newsletters, 'spare' plaques & awards etc., the Committee has appointed Maggie Maudsley as the Club Librarian/Historian. Maggie's task will be:-

a) To gather together a copy of all the available literature etc. which the Club has ever produced.

b) To procure, wherever possible, actual plaques, awards, etc. which were 'spare' at the time of issue.

c) To receive a copy of all literature, awards, plaques, that are produced in the future (even if it involves running off an extra copy for the library). Where an actual copy is not practicable, e.g. Tankards, awards presented by outside bodies, one off shields etc., a colour photograph will be obtained instead.

Cont'd.....

To encourage Members to either donate outright or to loan relevant books, documents, sales brochures, etc. to the Library/Museum.

e) To obtain copies of magazines, newspapers, programmes etc. in which the Club has/is being mentioned or photocopies if the original is not available.

f) To draw up an inventory of the Collection + a catalogue of the written materials, which will be available to Club Members, in order that may borrow an item from the Library on request.

In order to get this scheme of the ground, Maggie will need a lot of help from the members to ensure the Library carries a complete record of the Club's history. We are therefore asking you to check through your Club mementoes etc., & if you have more than one copy of an item, would you please consider donating it to the Library? Maggie will be at the AGM in October & this would be an ideal time to arrange to bring or send these spare items. It is usually the apparently simple items which are hard to trace, for instance, has anyone still got a copy of the programme for the first Concours in May 1978? It does not matter if what you bring has already been donated, a 100 copies of the same thing is infinitely more desirable than no copies at all!

So please start looking now, you may be surprised at what you find!

PAS.

Leyland men smash up spare parts

Industrial Correspondent

BRITISH Leyland workers are smashing up brand new car parts with sledge-hammers.

Hundreds of thousands of pounds worth of radiators, carburettors and other components are being destroyed on management orders.

The State car giant sent the crash-bang brigade into action after the shutdown of the Spitfire and Dolomite production lines at Canley, Coventry.

Shop stewards are angry that this destruction is happening when jobs are being axed and Leyland chief Sir Michael Edwardes

announced a half-year loss of £155 million.

Transport Workers' Union convenor Eddie McGarry who lost his own job at Canley last week, described the destruction as 'legalised vandalism'.

He added: "What hurts us most is that the management refused to sell these perfectly good parts to workers, many of whom bought the cars they made because of loyalty."

A management spokesman said the components were not given to scrap merchants in their new state because "they might have been sold back into the market and put our authorised dealers at risk."

IF THIS IS A TYPICAL ACT
OF LEYLAND MANAGEMENT,
I AM GENUINELY AMAZED
THAT THE COMPANY HAS
SURVIVED UNTIL 1980.
PLEASE EXCUSE ME
WHILST I BANG MY HEAD
AGAINST THE NEAREST
WALL!

NEWS REVIEW

PRACTICAL CLASSICS - HERALD 13/60 REBUILD

Practical Classics have really given us a 'shot in the arm' this month. They have started stripping & rebuilding Gordon Wright's 13/60 convertible in a 3 page picture article. They were surprised how easy the car is to rebuild, due to its separate chassis (we of course knew that all along-but it's nice for a national car mag. to find this out & tell the whole world).

They have also treated us to another free 1/4 page advert. We are therefore being well treated by this excellent magazine & Gordon Wright (who incidentally is a member of our club) is being very helpful, he also judged our entry of cars at STIR 5 in September (thanks Gordon, you did a nice job).

We should therefore do our bit & go out & place a regular order for Practical Classics. It is an excellent magazine, sensible & informative, if you have not yet read a copy, this month's (Oct issue out now) with the Herald article is an excellent chance to try it.

SUPPORT YOUR CLUB'S ADVERTISERS

FINAL REMINDER OF SUBSCRIPTION RENEWALS

IF YOU HAVE NOT YET PAID NEXT YEARS SUBSCRIPTION. PLEASE COMPLETE THE ENCLOSED RENEWAL FORM & SEND IT TO STEVE JARMYN NOW

THIS IS A FINAL REMINDER, IF YOU NOT RENEWED BY THE 1st. OF NOVEMBER 1980, (that's 2 months leeway-your membership expired on 1st. Sept.) YOU ARE NOW READING YOUR LAST COURIER.

LADY TRIUMPH ?

I am aware that quite a few ladies in the Club (I could have phrased that better) who are full members (as distinct from associate members-husband is full member) & we don't seem to be giving them any special attention, which I think we should be doing.

May I suggest therefore that we do something about it?

Is there a female member or associate member who would like to redress the balance by writing a regular monthly column in THE COURIER ?

It would be rather nice, don't you think to have a female's view of the club & its activities. I suspect that we males tend to 'rabbit on' forever about CAMRA ale & left hand contra-mating thrupple washers * & leave the ladies out of it. I think it was best summed up by Sue Notley with a badge that we were all having painted (mainly insulting MGB's-but that's another story) it read, "I CAME SECOND TO A GT6 !" So if there is a lady out there who would like to have a bash at a column, can she please contact Bill or myself. You don't have to be brilliant, the standard of writing is not that high (that's an understatement-Ed.) & we will gladly give any help we can. Looking forward to hearing from you.....

PAS.

*The left hand contra-mating thrupple washer is connected to the giggling pin, just below the laughing shaft.

SPITFIRE - THE END

It has been noted, with mixed emotions, that the very last Spitfire rolled off the production line at Canley on 25th AUGUST 1980. Reproduced here is the final order sheet. The last Spitfire mentioned is destined for Leyland Heritage. We are attempting to follow through on the last 'customer' Spitfire which appears to be destined for GERMANY. This piece of news should gladden the hearts of our GERMAN members, & once located we will offer the owner free membership for life. We will bring you more news of the Spitfires as it becomes available. (We have blocked out the commission numbers for obvious reasons - having managed to obtain a copy of this historical document we would not want some-one else beating us to the last but one Spit!)

NO. 575	SPITFIRE. BUILD.		DATE. 25/8/1980
CENSORED. CENSORED. CENSORED.			
WV No.	ST. GP.	MODEL	
575	KMH	1980*SPITFIRE 1500	
DESTINATION	PANT	TRIM	
HOME	3	INCA 94	3.52
ENGINE	GEARBOX	IDENTITY No.	
PITFIRE 1500 BASIC	R OVERDRIVE	FM	HE
XLE	TYRES	KEY NOS.	
	155X13 TLESS-RADIAL	FT170 NH	2145
PASS	PASS	TRIM BODY No. / B.I.W. No.	
46	46	B.68	R/L B.72
LAIN LAMINATED ANDER BRKES ** 1980 *** XXXXXXXXXXXXXXXXXXXX ONNEAU XTERIOR MIRROR ENTHE AKK REST 30FT TOP		OVERDRIVE ***** HARD TOP HEAD REST KEW'D XXXXXXXXXXXXXXXXXXXX INERTIA BELTS CLIPPING INT. MIRROR MAP LIGHT	
		SALES DATE	
		INVOICE DATE	
		7/21	

THE END.
FIN

FAN ORDER

WOOD - JEFFREYS LTD

Yes Members, I have completed the order and am able to quote you a fixed price of £41.31 inclusive of VAT, Postage and packing, individually addressed and sent direct from the factory to you.

The following is the total list of Members showing their addresses and make of car. Any discrepancies must be notified to me immediately. Please send your cheques in now to me, payable to the Triumph Sports Six Club, at 55 The Churchills, Highweek, Newton Abbot, S. Devon. Tel: Newton Abbot 69879.

Vernon A. Puttick	112 Lewisham Road, River, Dover, Kent	Herald 12/50 1965
Alan Norris	115 Baronald Drive, Glasgow G12 0 JD <u>2 FANS REQUIRED</u>	Vitesse Mk II
Geoffrey Bailey	83 Blimco Grove, Cambridge, CB1 4TX	Herald 13/60 1968
R. W. Brown	Central Dental Laboratory 99A High St, Bedford MK40 1NE	Vitesse Mk II 1971
Mike Wilson (NOT REQUIRED)	"Cransley" Spade, Oak Reach, Bourne End, Bucks	GT6 Mk III
Mike Allen	31 Buckstone Crescent, Fairmile Head, Edinburgh EH10 6PJ	Mk II Vitesse
David E. P. Judge	96 Wordsworth Road, Hampton Middlesex	Mk II Vitesse 1970
David Wittamore	3 Leaway, Prudhoe, Northumberland NE42 6QE	Mk II Vitesse
Peter Heath	Thoughts Cottage, Priory Lane, Bishops Cleeve, Cheltenham	Mk II Vitesse 1970
Graham Bradford	18 Guise Lane, Bassingbourn Royston, Herts SG8 5PJ	GT6 Mk III
Malcolm Dykes	2A Hillcrest Road, Nailsea	Vitesse 1600
Nigel Clarke	3 Acres, Bennell Batch, Chilcompton, Bath, Avon	Spitfire Mk IX 1973
Nigel Mogg	Raeifield, Glencot Road, Wookey Hole, Somerset	Vitesse Mk I 2 litre
John Beer	7 Fossefield Road Midsomer Norton, Avon	Vitesse Mk II
C. J. Rickards	Paunton Mill, Bishops Frome, Worcs	Vitesse Mk II
P. May Bank	84 Bingham Road, Rochester Kent	Model?
E. J. Farr	9 Woollards Lane, Gt. Shelford, Cambs, CB2 5LZ	GT6 Mk III 1973
A. J. Brown	c/o 8 Cheviot Drive, Sellarswood, Bulwell, Notts	1969 Vitesse Mk II
Basil Crowley	Stable Cottage, Poffley End Hailey, Witney, Oxon OX8 5US	GT6 Mk II 1969

Ian Scoon	5 Novers Park Road, Knowle, Bristol	Vitesse Mk II 1969 6
David Mogg	8 Bloomfield Terrace, Peasedown St. John, Bath Avon 2 FANS REQUIRED	GT6 Mk I GT6 Mk III
R. G. Heath	Clay Lane, Wilmslow, Cheshire, SK9 6DS	Vitesse Mk II
John Wild	12 Mackerel Hall, Royston, Herts	GT6 Mk II
Mark Knight	10 Goddington Road, Bourne End, Bucks, SL8 5TZ	Vitesse 2 Litre
A. Glenholmes	Kilcooty Cottage, Ballymena Co. Antrim	Vitesse
R.H.J. Howe	Oak Tree Cottage, Wintershill Dursley, Southampton PAID £35.68	Vitesse Mk II 1969
Gareth Thomas	10 Rhodfair Mor Aberystwyth Dyfed, Wales	Vitesse Mk II
Tim Skerry	Crumps Cottage, West Road Sawbridgeworth, Herts	Model?

WHATS ON NEXT EXTRA**WHATS ON NEXT EXTRA*****WHATS ON NEXT EXTRA*****

CLASSIC CAR SHOW..OCTOBER 3rd,4th,5th..AT EARLS COURT.....

Most of One-Make Car Clubs will be represented..this is the show that was due to take place at Alexandra Palace..before it cremated it's self. Sponsored by Thoroughbred & Classic Cars Magazine.....

TSSC will be there with a stand run by Nick Hurst & his team from the Hertfordshire Area.....

How about going along & lending some moral support, it sounds a very interesting Show & should be well worth a visit.

WESTON-SUPER-MARE.....WESTON SPEED TRIALS ON SATURDAY THE 4th. of October....JOHN GRIFFITHS OUR INTREPID VICE PRESIDENT & COMPETITION SECRETARY WILL BE COMPETING.

Practice in the morning & Trials in the afternoon. John is competing in his Vitesse flying machine, must be worth a visit to give John some support from the South-Western members.....It all takes place on the Sea-Front & Promenade...go & watch a Vitesse show the rest how to do it!!!!

*****WHATS ON NEXT EXTRA*****WHATS ON NEXT EXTRA*****WHATS ON NEXT EXTRA***

WE HAVE GOT IT!!

The Club is now owner of JDX 884, Triumph Herald 948cc, 1959, Chassis no. G676, Engine no. 181E, Colour coffee.

This car has been donated to us by Mrs Turner of Rawhedge, Colchester Essex, who has had the car since May 1971, it having been owned by a Mrs Batley since it was bought new in May 1959. The last owner used it until a year ago, when she decided to donate it to a motor organisation, which started off by asking the Beaulieu Motor Museum if they would like to have the car, but they were unable to because of storage space. The car was then offered to Leyland Historic vehicles who again had to turn it down because of lack of space. Many of you will remember the next move was for Leyland to own the car but offer it out to our club to be restored for them. No one in the club was willing to take the offer up as it stood. Then one evening the phone rang and there was Mrs Turner telling me all the above story and asking if the Club would like to have the car. This offer was sent to our Club committee who agreed they would like to take up the offer from Mrs Turner and that's how Keith Musk and myself came to collect this very rare car for the Club.

Barry Newitt, Anglia Organiser

I was privileged to be asked to attend the opening ceremony of B.L.'s unique collection of British Historic vehicles at Syon Park, Brentford, London on Thursday 21st August.

This collection is housed in Syon Park following the kind permission and enthusiasm of the LAND OWNER. The collection consists of cars from B.L.'s past and most of the famous pre-merger and pre-pre-merger etc. etc. companies are represented. The racing collection of B.L. cars will still remain at Donington. Other cars owned by B.L. Heritage are scattered about either undergoing restoration or in other museums such as Beaulieu.

The day of the opening ceremony was a perfect one and the beautiful setting of Syon Park houses this new collection in real style.

On arriving I saw many familiar faces and many unfamiliar ones. A large number of B.L. dignitaries were present and the opening was performed by Sir William Lyons. Following his speech he and Lady Lyons were driven round the grounds in a very early Daimler 23hp Sedan. It was reported that Lord Montague of Beaulieu was also present although I did not see him. During the morning I browsed around the many cars. In the main display area I am afraid there is a noticeable lack of Triumphs, only a Gloria being represented. In other buildings there was Beaulieu's GT6 chassis engine and transmission and the last Stag. I am told that B.L. Heritage will have the last Spitfire (good news!). However there are many cars which will appeal to you all, some of which I have listed below:-

1980 Austin 100 hp Grand Prix car
1912 Austin 20 hp Vitesse Tourer
1926 Morris Oxford Red Flash Special
1933 SS 1 Fixed Head Coupe
Various Rovers, MG's, Minis, etc. etc.

During lunch I was honoured to sit with Jack DANIELS. His wife described him to me as the "mini Man" who apparently had worked at B.L. (now retired) as one of the original designers with Alex Issigonis. He had also worked on competition MG's in the 30's. The day finished with me having a ride around the grounds in a Morris Oxford Bullnose. A very enjoyable day and well worth a visit by everyone. By supporting this collection you will be adding to the coppers to enable B.L. Heritage to continue to restore cars and to ensure in time that our cars are also fully represented.

JOHN GRIFFITHS

REPORT ON STIR V BY MICHAEL HANCOCK:

The Standard Triumph International Rally was held on Sunday 7th September at the National Trust property at Charlecote Park, just north of Stratford-upon-Avon.

As most members will probably know, this event is held in alternate years in the UK and the USA,

Besides the TSSC, the participating clubs were The Standard Register, celebrating it's 21st anniversary, The Pre-1940 Triumph Owners Club, TheTR Register, The Triumph Roadster Club, The Triumph Mayflower Club, The Triumph Razoredge Owners Club, Club Triumph and The Vintage Triumph Register of the USA.

As a digression, the Vintage Triumph Register is not confined to vintage cars as the Britisy know them, ie pre 1931, but also includes our Club cars. The VTR publish an excellent magazine which has sometimes been available on this side of the pond. A leading member is Richard Langworth, co-author of 'Triumph Cars: The complete 1975 year history.

For once this summer, the sun shone. The days events were competitions for Concours, Driving Tests and Distance Award, the latter was a TSSC responsibility. The Concours was arranged so that each club had its own class, each class winner going through to the final. TSSC had 13 entries, with Roger Collins - Spitfire MKIII coming first and Tony Newmans Vitesse convertible winning the special award, for age mileage and modifications.

Special thanks are due to commentator and motor historian, Michael Sedgwick for his usual virtuoso performance, to Gordon Wright of Practical Classics for judging the TSSC cars and to the Club rep at the event, John Cudmore.

STIR VI will be held at Washington DC 18 - 22 June 1981.

PRACTICAL CLASSICS PROJECT CAR

Triumph Herald 13/60 Convertible



Practical Classics, October 1980

IF YOU'RE NOT BUYING PRACTICAL CLASSICS MAGAZINE, THIS IS THE SORT OF ARTICLE YOU ARE MISSING

WHAT'S ON NEXT

NOTICE OF THE 4th. ANNUAL GENERAL MEETING OF THE TRIUMPH SPORTS SIX CLUB

Members are hereby notified that the 4th. Annual General Meeting of the above Motor Club will take place at 10am. on Sunday the 26th. of October 1980 at Cinema One, ABC Cinema, Belgrave Gate, Leicester.

The preliminary Agenda is as follows:-

- 1.a) Election of the President, Vice President, General Secretary, Treasurer. (by written ballot if more than one nomination is received for each post)
- 1.b) Election of the 18 Committee Members (again by written ballot if more than 18 nominations are received)

N.B. The newly formed Committee will confirm/dismiss/re-confirm the appointments of the Club's various Officers, e.g. Overseas Affiliation Secretary etc., at the next Committee Meeting.

- 2.) Matters arising from the last AGM - Paul Swanson
- 3.) Report of the Club's activities since the last AGM. - John Griffiths
- 4.) Financial report & presentation of Accounts - Michael Hancock.
- 5.) Report on Membership since last AGM - Steve Jarmyn.
- 6.) Presentation of the formation (now complete) of the TRIUMPH SPORTS SIX CLUB LIMITED - Matt Maudsley.
- 7.) Any Other Business - IMPORTANT - see note in following text re.AOB.

TIME TABLE OF AGM DAY.....

10am....Annual General Meeting will commence..

12-Noon. Meeting will close & members can retire to the Theatre Bar where they can purchase the normal range of drinks. The Leicester Area Wives will be providing rolls etc. for sale with your drinks.

12-45pm. The Theatre Bar will be closed & the Cinema will be showing two films from the Standard Triumph Library.

Film One. THE TRIUMPH MARQUE (1968) - The exploits of Triumph Sports Cars from 1954 to 1966.

Film Two. PRESENTING STANDARD TRIUMPH - A promotional film from the old Standard Triumph Company showing the factory & the Herald - Spitfire etc. assembly lines.

2-00pm. The theatre will close & we can all wend our way home.

N.B. There may be a problem with the films due to a) We are having to rig a 16mm projector into the cinema's 35mm system (the projectionist thinks it will be okay, but at the time of going to press it hasn't been tested)

b) Rover Triumph who are supplying the films may no longer exist by October!!

IMPORTANT NOTES RE.AGM..

Any member wishing to add an item to the Agenda must do so 14 days before the AGM by submitting such items to the General Secretary in writing & signed by two Club Members.

Any other Business The Meeting will not consider anything for any other business - unless it is a genuine emergency that could not possibly have been notified to the General Secretary by the specified date. The fact that a member was unaware of the AGM & therefore did not send in an Agenda item - will not be recognised as a valid reason.

AGM - IMPORTANT NOTES CONTINUED.

NOMINATIONS. There is a nomination enclosed with this Courier, please note that the nominations must be received 7 days before the AGM by the General Secretary. Nominations received after this period will be declared null & void.

CONDITIONS OF ENTRY. Due to the fact that we may have to hold a written ballot & that we are responsible for the cinema during the 4 hours, the following conditions of entry will apply:-

- a) No person shall be allowed entry unless they are carrying a TSSC Membership Card-signed & showing a current 'gold sticker'.
- b) Associate Members will be allowed in providing they are carrying the Full Members current Membership Card or they are physically accompanied by the Full Member.

N.B. If you have mislaid your Membership Card, another can be obtained from Steve Jarmyn if you send an S.A.E. & 50p....(it may be a good idea to check now that you still have your card & that it is still current)

C) NO EXCEPTIONS CAN BE MADE-NO CURRENT CARD-NO ENTRY.

- d) There will be Marshalls on the doors who will check every persons repeat every persons Membership Card.

CONDITIONS OF NOTIFICATION OF ATTENDANCE. You do not have to notify the Club if you wish to come to the AGM (you have the right to attend unannounced) it just makes life easier if we know roughly how many are coming e.g. setting on extra bar staff etc., (there's no problem with the seating - we have been given the largest cinema in the centre-600 seats)

If you wish to purchase a snack on the day you must notify us by the first post on Saturday the 25th. (form is enclosed with this COURIER) On arrival you will be given a 'meal ticket' against your name on the 'meal booked' list, which together with the appropriate money can be exchanged for your 'ration' of two filled rolls (or similar) at 12 Noon. If you hav'nt got a ticket you will not be served. (this is to ensure that the people that did book are guaranteed their snack).

If you don't want to write you can phone Margaret Swanson on (0533) 862018 any evening between 6pm. & 10pm. who will take your meal booking.

PHOTO COMPETITION

To enable people to get their entries in, the closing date has been extended to October 1980. The subject, rules and prizes are reproduced below for both new and old members:

The subject of the competition will be the Triumph Sports Six Club.
The Rules are:

1. Any type of photo (black and white, colour print or colour slide etc).
2. Photograph to be of a club car or person, or any club related subject.
3. Technical skill and/or appeal of photo to be judged, not the condition of car or person.
4. Closing date October 31st, 1980 (Formerly September 30th, 1980).
5. Photographs will be returned only if accompanied by return postage and packing.
6. There will be three prizes:
 - 1st Triumph Cars: The complete 75 year history by Langworth & Robson.
 - 2nd Free Club membership for one year.
 - 3rd Club Tee shirt.
7. Address to which entries should be sent:

TRIUMPH SPORTS SIX CLUB
c/o 64B WIMBLEDON PARK ROAD
LONDON SW18 5SH

TRIUMPH SPORTS SIX CLUB CHRISTMAS WEEKEND (NUMBER FOUR)
FOSSE MANOR HOTEL, STOW ON THE WOLD, GLOUCESTERSHIRE
FRIDAY 9, SATURDAY 10, SUNDAY 11 JANUARY 1981

Yes, it comes round again; the climax to your Christmas festivities. This year the provisional itinerary is as follows:-

Friday 9th January

Arrive, say, between 4 and 7 p.m.

7 - 8.15 p.m. Dinner

8.15 p.m. Talk and film show by the famous A.F. Rivers-Fletcher.

A. F. Rivers Fletcher was one of the fastest hillclimb and sprint drivers in the 1950's. He has known and worked with the following masters - Raymond Mays, Sir Malcolm Campbell, Earl Howe, Stirling Moss, Mike Hawthorn, Fangio, Graham Hill and Jackie Stewart, etc. He enjoyed a GT6 some time ago and also a Vitesse Saloon and his wife ran a Herald coupe. His talk and show will be fascinating and should not be missed.

Saturday 10th January

Breakfast

Outside visit with lunch out : Possibly Fairford Aerodrome.

Return afternoon for Triumph Films - 4 to 6 p.m. - including 1980 T.S.S.C. Hillclimb films. See club members in action!

7.30 p.m. Dinner/Dance (Christmas Fayre) and folk group as last year (This group is superb, as is John Bust, and must not be missed).

Sunday 11th January

Breakfast

Entertainment to be arranged.

Lunch at Fosse Manor Hotel.

The cost of the Weekend will be approx. as follows:-

Accommodation at Fosse Manor	£33.75
(Including Dinner Friday 9th Jan Breakfast Saturday 10th Jan Dinner Saturday 10th Jan Breakfast Sunday 11th Jan Lunch at hotel Sunday 11th Jan Half litre of wine Tea/Coffee making facilities in bedroom Morning Newspaper Service charge and VAT)	<u>Per person</u>
Friday night talk & show by A.F. Rivers-Fletcher	00.55
Saturday night entertainment (Folk Group)	1.10
Administration Costs (Projector hire, stamps, telephone etc.)	1.10

(Above prices are inclusive of VAT and service charge).

£36.50

As it is not 100% certain what we will be doing on the Saturday, lunch is not included, but no doubt a suitable pub will be found.

This has proved to be a very popular event in the T.S.S.C. calendar over the last three years and as accommodation is limited to approximately 50 people I shall book you in on a first come, first served basis. I shall only accept bookings for persons who can come for the whole weekend.

Please complete the booking form enclosed with the Courier and remember to indicate if you are prepared to share a room with another club member! If you can, we can boost the numbers that can come. Hopefully we will have the whole hotel to ourselves.

LETTER RECEIVED FROM THE NATIONAL BREAKDOWN RECOVERY CLUB:

Dear Mr Bayliss,

We thank you for your letter of the 21st concerning the discounts allowed to the members of the Triumph Sports Six Club, and confirm that such members are still eligible for discounts.

Unfortunately, we have had to increase our prices this year, and in addition have introduced a full Roadside Repair Service, and because of this have altered our discount structure considerably. The discount we are now offering is:

Initially we will waive the enrolment fee and allow 7½% discount on the total subscription.

We will allow 7½% discount on the subsequent renewals.

We have enclosed a few new brochures for your information. If you require any for distribution please let us know, or alternatively your members can apply direct to us.

Y/S Mrs J Green

Address: Cleckheaton Road

Low Moor

Bradford

W Yorkshire

Tel: 0274 671299

MEMBERS: If you are interested in the above, please note that upon receipt of the leaflet from NBRC, members should fill in Triumph Sports Six Club in the Agents Stamp space to qualify for the discounts.

REAR SUSPENSION MODIFICATION

There has been a very limited response to the rear suspension packing piece order. If eventually we get a good number of orders it may be possible to reduce the price. In the meantime let me know if you want to go on the list. Those of you who have already written to me, please be prepared for a long wait. Thankyou.

John Griffiths
Vice President
55 The Churchills
Highweek
NEWTON ABBOT
S. Devon

MARQUE SECRETARIES

THE GT6 REGISTER

From the GT6 Register Secretary - Mike Long

I've recently received details from 'Triumph Clearance' of the GT6 parts they hold in stock. Detailed below is a selection from their list:

Exhausts:

GT6 MKI	
Interpipe	£7.65
Box and tail	£9.80
GT6 MKII	
Downpipe	£8.95
Box and tail	£18.40
GT6 MKIII	
Downpipe	£5.65
Interpipe and box	£9.25
Box and tail	£26.00

Bodywork:

O/S and N/S sills	£9.00
Sill repair panel to rear wing wheel arch	£6.00
Door skins	£15.00
Door shells	£55.00
MKIII bonnets	£220.00
MKIII N/S rear wing	£38.00
Valences (¼) (GRP)	£20.00 each
Seats	£30.00 pair
Head restraints (Factory)	£8.50
Headlamp cowls (MKIII)	£10.00 each
Grills (MKIII)	£8.00
Tow Bars	£23.00
Door trim panels (MKIII)	£10.00
Door rubbers (MKIII)	£5.50 each

All prices exclusive of VAT
Packing/Carriage + 20%

Orders to: Triumph Clearance
45 Prospect Hill
Redditch
Worcs

Tel: Redditch 63555

If you're faced with having to replace an exhaust system I would recommend consideration of the SAH dual silencer system. It is of heavier gauge material than the standard system and looks very attractive with its twin chrome tailpipes. I've had such fitted to my car for the last 2½ years and it looks good for as long again. At about £45 I consider it very good value. One criticism however, is that ground clearance is somewhat reduced.

PS I'm still in need of a serviceable 3.89 diff. Please contact me with any offers.

LET'S HEAR FROM YOU - MARQUE SECRETARIES?

PEN TO PAPER

LETTER FROM IAN MACEFIELD:

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Approximately three years ago I was the proud owner of a 1968 Jasmin Yellow Triumph Vitesse 2 litre. I had had the car 3½ years, being the second owner and in that time had taken the speedometer from 27,000 - 98,000 virtually trouble free miles. By then it became clear that the car would need some quantity of pound notes spending on it to get it through its MOT ie a new steering box, new tyres and new chassis outriggers for under the boot. I decided to put the car into storage, during which time I hoped to put some work in on it and eventually use it as a second car. For 2½ years it has been garaged, but unfortunately this cannot be the case now, therefore I feel it must be sold.

I would be willing to part with it for a nominal fee to an enthusiast (to renorate or for parts), but obviously he would have to be able to take it away on a trailer etc. as it has no tax or test.

PS The nearside rear bumper/subwing is dented also.

Anyone interested? Contact Mr Macefield, tel:(0756) 752331 evenings.

LETTER FROM B WARREN:

In reply to the article on page 8 of the August Courier from J C Wright about knocking from the back of his GT6 when the roads are wet.

As I am a proud owner of a GT6 MKIII 1974 I have had the same problem. From new the car has been back to the garage several times but nothing could be found. This year it needed a new spring, since it was fitted the knocking has gone.

LETTER FROM ROB CONNELL:

I wonder if anyone can give me any advice which could help me to solve a problem of steering vibration on my MKII Vitesse. The vibration starts at about 65 mph and gets worse as speed increases. I have had the wheels balanced and the wheel bearings, ball joints and suspension bushes are OK.

Also can anyone tell me which colour spray paint best matches the original silver colour of the panel on the back of the boot lid. Mine was painted black by the precious owner and I wish to respray it in the correct silver colour.

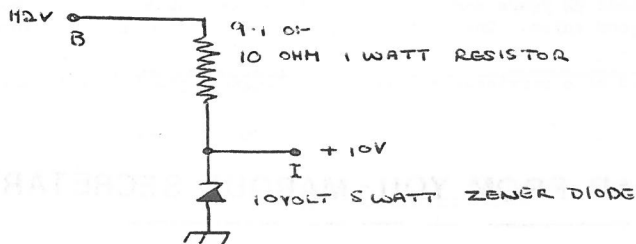
I would like to add that I have been a Vitesse owner for about a year now, and have never regretted the decision to buy despite several problems (diff, body panels etc). I hope to be driving my Vitesse for many years to come.

LETTER FROM BOB HEATH:

The BL workshop manual, which I was talking about to Paul Swanson at Adlington, has been reprinted. I received mine about three weeks ago. For the benefit of those who are not familiar with this excellent source of information, it covers all GT6 and 2 litre Vitesse models and is corrected up to October 1973, so should include all BL modifications. The Part no. is 512947 and the price is £7. There is no VAT on it and it is obtainable through BL agents.

I am intrigued by the specification tables. Why should a Vitesse, with the same gearbox, diff, wheels and tyres as a GT6, do 10.1 mph at revs which only move a GT6 at 10mph? I am also very disappointed to learn that my MKII Vitesse, with a 3.27 diff will only do 20.35mph per 1,000 rpm compared with 171.1mph for the same car fitted with a standard 3.89 diff!! A two litre car which does a ton at idling revs must be very economical.

That voltage regulator Rolo mentions could be replaced by a Zener diode and resistor.



Continuation of letter from Bob Heath:

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Would it not be easier for all concerned, if annual subs were paid by Bankers' order or, better still, by Direct Debit?

Please, has anyone got a MKII Vitesse overdrive gearbox (condition important), overdrive and short prop shaft for same?

Carry on the good work, the magazine gets better and better. It is just the long wait between issues that becomes nerve wracking.

LETTER FROM RICK GOODMAN:

I am writing to enquire whether anyone can provide the brake horsepower figure for a Vitesse 6 (1600cc) fitted with twin Stromberg CD150 carbs. I have only seen the figure of 70BHP quoted for the Solex set-up on the earlier models. It seems a trifle strange that a Triumph 1300 TC should poke out 75BHP whilst a Vitesse 6 with a similar carb arrangement should only manage 70BHP. I wonder if anyone actually knows as DOW 335C seems quite a potent little motor!

I would also like to add that Northampton Clutch Specialists of St Andrews Road, Northampton are prepared to offer 10% discount to TSSC members (tel: 0604 32022).

LETTER FROM MICK MIDDLEWOOD:

I have only been a member of the club a few weeks but I thought that I may have a few comments worth printing in the Courier.

The first copy of the Courier I received was the August one and the first thing I read on opening the cover was that the Club wanted more money out of me. Oh well, it must be in a good cause.

In the same issue Mr Bierschenk wrote a letter asking about the possibility of fitting a servo to a Vitesse MKI. I have had thoughts about doing the same thing but have not, as yet started to do it. He may be interested to know that the Triumph 2000 is fitted with a servo and the manifold has a take off for the vacuum hose. The servo fitted to the 2000 is rather large and I have had thoughts of fitting one from a Dolomite 1500cc which is a much smaller, neater unit. It should be possible to get the parts from a breakers.

I have found with second hand cars the most neglected part has been the steering rack - this is particularly so on 'our' cars due to the misuse of the incredible lock available. I have had dealings with a guy called John Drake who offers an exchange service for steering racks. I am very pleased with the rack I had from him. His prices for Club cars are £19.95 + VAT and if you do not send the old unit back when ordering there is an £8 deposit which he will refund when he receives the old unit. I feel that this is a good saving over most places. His address is:

COMPASS ROAD
SILFIELD
WYMONDHAM
NORFOLK NR18 9NN

Tel: WYMONDHAM (STD 0953) 602372

Letter from Keith Dan:

On receiving the Courier this month I noticed a letter from Steve Tames concerning uprating Herald 1147cc engines, and felt the following may be useful:

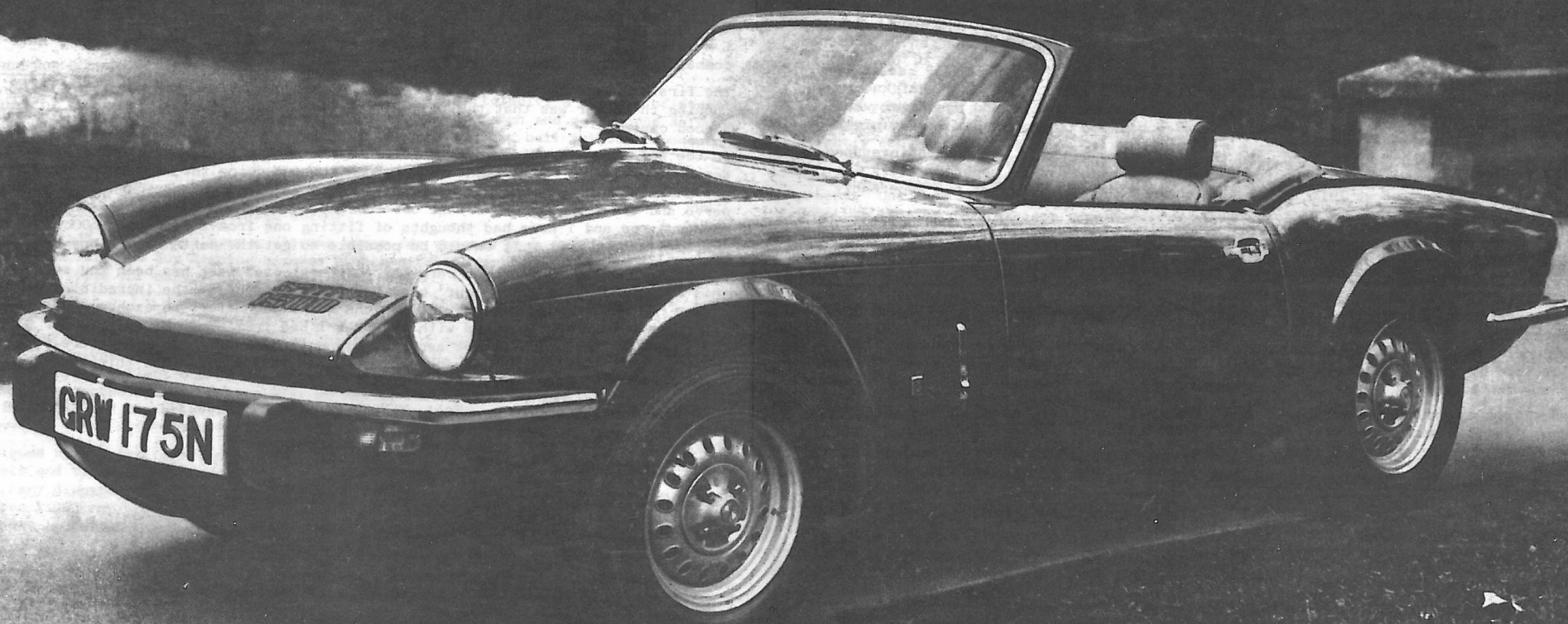
There is an adaptor for SU's/Strombergs which will allow you to use the existing manifold. I have used a 1½ SU HS4 for approx 40,000 miles without any trouble and a very worthwhile increase in performance and economy has resulted.

Adaptors are sold by Ashley Down Accessories of Bristol Tel: 43560 and cost about £6. Early (pre 1967) 1200's had a very 'soft' camshaft and benefit from the later one that was fitted to early Spitfires.

One simple trick if you have the larger capacity radiator is to remove the fan blades from the water pump if you don't do too much idling in traffic and you have a temp gauge, mine hasn't boiled in at least three years and its worth about 56 hp. One final point, the 1360 head wont fit, the studs don't line up.



Triumph *SPITFIRE* 1500



THE END OF A MOTORING ERA!!

18

LETTER TO THE EDITOR FROM DAVID BUXTON:

I want to tell you a story: Friday 4th July saw the culmination of great plans to attend the third birthday barbeque near Cambridge.

Having been pipped at the post for the distance award at the first birthday barbeque by a group of lads from Scotland and no such award being presented at Donnington, I felt we had a reasonable chance of winning at Cambridge this year, although Laura and myself did our most recent treasure hunt, success, when it comes to cars, eludes me.

Also having arranged to buy Tony Baird that pint I owe him, and the possibility of purchasing a replacement overdrive desperately required (which I now cannot afford for reasons which will become obvious soon), together with picking up some club blurb and advertising for a forthcoming local event, the keenness and anticipation was enormous. However, it was not to be.

Two people set off fully equipped for a weekend at Cambridge to be followed by a weekend at Brands Hatch for the British Grand Prix, in a Vitesse MKII. About two hundred miles later the roof was lowered and open motoring was once again a joy to behold. The journey however came to a halt about 70 miles later between Watford and St Albans. It was now beginning to darken, I was driving in the outside lane of a dual carriageway and approaching a roundabout in much traffic when it happened.

There came from beneath the bonnet a banging sound accompanied by a plume of steam from the front of the car. 'Fanbelt causing overheating' - was the cry, so we traversed the roundabout and parked in a convenient service station (which closed immediately!). Examination of the engine compartment revealed that the fanbelt remained intact. Further investigation revealed bad news - the fan had some teeth missing and a trench had been excavated from the radiator. The bolt holding the plate, to which the fan is attached, into the crankshaft was only hand tight/loose, hence the fan had got out of balance.

My knowledge is limited so the RAC were summoned, but as there was no way of knowing whether any damage had been done internally, the car, its driver and passenger were transported courtesy of the RAC Recovery Service back to Cornwall over Friday night.

A new fan and radiator were fitted, and the plate torqued up to the correct pressure on Saturday. The car was extensively tested on Sunday revealing no apparent slackness or other major problems so we left for Brands on the Monday and the car has apparently suffered no other effects since.

I have asked a few people who should know and they say it shouldn't happen unless tampered with - to my knowledge it hasn't been touched since I bought the car in Feb so will all you budding mechanics please tell me why and how it happened. As a result of this episode in the life of one of those not so immaculate Triumphs I now have in my possession a fan which has only five of its eight blades intact. I therefore propose to clean it up and put it forward as an annual award to the member who during our subscription year tries so hard but gets nowhere. The winner of the award should be decided by anyone who feels capable of choosing 'The Nowhere Man/Woman of the Year' - perhaps the editor is in the best position to decide and should be open to any

nominations by others or by themselves for failing to achieve an aim, regarding club cars/activities because of misfortune or any other reason, though not through lack of perseverance during the said year. A prize for the losers. Anyone interested?

LETTER TO THE EDITOR FROM TIM SKERRY:

Please note my change of address from Lemons Farm etc to the following: Crumps Cottage, West Road, Sawbridgeworth, Herts.

I think I'd like the job of Specials Marque Secretary unless it has already gone. Are there any formal duties, or is it very much what one makes of it?

What is the club's position regarding Specials? Obviously Spartans are legitimate club cars, as they use a cutdown Herald type chassis. My Marlin, however, has its own chassis but uses only one non Triumph part. Do I still qualify as a member? If so how far do we go; are Duttons sufficiently 'Triumph' to belong?

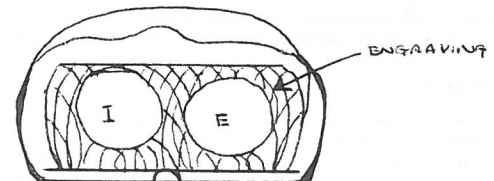
Where people do such drastic modifications (if building a kit can be considered anything other than a refined form of masochism), do you update club records? If so, could you send me another 'details' form as DNK 652B is no longer a Herald 2 litre. Should anyone be considering or even be in the process of building a Marlin, I would be glad to pass on the answers to problems that I have had so far. (tel. no. Bishops Stortford 722645, after 8pm and most weekends).

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To change the subject I have found that the fuel and temperature gauge voltage regulator seems to stick and give high readings when the points inside get dirty and worn through arcing. A good cleaning with fine wet and dry paper has always helped me, although I suppose one should really reset the cut off using an avometer or similar device. I have another rocker shaft retaining screw anecdote, which concerned a Spitfire with a very curious oil pressure. Up to 200 rpm the pressure was fine - 60psi, but as the revs increased the oil pressure fell right off to about 15 at 4,500. After substitutions of oil pressure gauges, it was concluded that the oil pump intake was partially blocked, there being sufficient oil entering to maintain pressure at low revs, but not enough to replace what was 'used up' by the bearings at high revs. On dropping the sump and unscrewing the first oil pump retaining bolt, a rusty little countersunk Phillips screw dropped out, which fitted the hole in the rocker shaft. It seems interesting to me that even with the screw missing from the shaft, the oil pressure was still high, as I would have expected an acute attack of 'oil hypotension' as the screw fell out. The rockers seemed unworn, presumably as they are all somewhat nearer the feed than the number one rocker of the six and therefore suffered less starvation.

To comment on Mr Bierschenks problem regarding the vacuum take off, I can only say that in my experience, the emission control valve is more trouble than it is worth, unless you are competing where it is mandatory. The valve allows the engine's 'breathings' to be taken into the manifold and burnt, when there is no great manifold depression. However, to start with, most seem to leak at idle, when they should be closed. This makes idling lumpy and the engine hard to tune. At high revs, where the valve should be opening, the effect on tuning seems to be detrimental, weakening the carefully calculated mixture and perhaps contributing to burnt valves in extreme cases.

What Steve Tames needs to get the most from 1147cc, is a Spitfire MKII set up, with extractor manifold and twin carbs. A piper cam would also be a help. They make three types, green, yellow and red. The green cam has higher lift than standard, and different openings; 30/60/60/30 as opposed to standard 18/58/58/18. When I was enquiring about this about 3 years ago, pipers said that the green cam was best for road use, as it improved power at peak revs, and torque low down. How true this is, I am not sure, as it seems slightly contradictory to me. The Spitfire bits could probably be found at a breakers, and with 10% discount, pipers exchange 4 cycle cam is not extortionate. No doubt SAH could rework the cylinder head and put in larger inlet valves, but they probably would be rather pricey. One last thing: can anyone tell me anything about my MKI 2 litre cylinder head? Sometime ago the compressions were measured at 185psi (on all pots) - tested warm, with two separate testers. The engine is now in bits and I have discovered that the combustion chambers have this fine 'engraving' around the valve seats. Is this standard? Is it good for efficiency and/or gas flow?



The patterns are identical in all six combustion chambers, which incidentally, have volumes of about 29 ml, giving a CR of 11.5:1 and theoretical pressure of 160 psi. The 185 psi readings suggest a CR in excess of 13:1. Could the car possibly run on a 4 star petrol, timed at 13° BTDC if this was true as it did without ever pinking! The engine number is HC 2264E and the crank is definitely MKI. Has anyone any ideas?

LETTER TO THE EDITOR FROM RON WALKER:

To the chap who wrote about overheating a GT6 with a Kenlowe.

When I fitted one to my GT6 MKII (with the centre of the hub central to the radiator), the large size of the hub deflected the air around the radiator. This was solved by blanking off between the front chassis member and the radiator at the bottom and fitting a top to the seat, effectively forming a duct.

NEWS GOOD NEWS GOOD NEWS GOOD NEWS GOOD NEWS GOOD NEWS GOOD NEWS
GOOD NEWS GOOD NEWS GOOD NEWS GOOD NEWS GOOD NEWS GOOD NEWS GOOD NEWS

Letter from John & Gale:

Other club members may be interested to know my MKII Spitfire, PPF 928E has been found by Enfield police on their 'patch', some eight days after it was stolen - issue no. 3, page 10.

It was spotted by the local man on the beat, who used to own one himself, and remembered that the boot handle should be horizontal (not vertical) in order to be locked, which led him to check and, on finding it open and seeing everything heaped inside, checked the stolen vehicle list.

Missing from it was an old umbrella, some road maps, parking meter money and an old leather jacket I keep in the boot for emergency work. The petrol was naturally empty - it had been full.

As far as I can make out, it had covered about 340 miles and the hood had been put down and then up again. There was no damage either to body, interior or to my new SAH engine, which had covered 1,100 miles when the car was taken.

I had to buy a new alloy steering wheel to replace the one that was fitted at the time as it was bent severely in order to remove the crooklock. How it was bent I'll never know because attempts to straighten the solid alloy centre and spokes have so far failed!

Incidentally, the police don't think much of the crooklock or burglar alarms and said if they want it that bad and can't drive it they will just put it on a trailer! Steering column locks can be broken by force or opened using a 'jiggler', which resembles a hairpin.

Many thanks to anyone who kept an eye open and I hope I'm not forced off the road by a vigilant fellow member.

Nothing can compare with that horrible sick feeling when you return to your parking spot to realise you've become another crime statistic.

Letter from John Reed:

Firstly, many thanks for your efforts with the Courier. I am sure it is appreciated by all as it does keep the club very much alive.

Secondly, I have been reading with interest the many letters concerned with propshaft vibration. In the past 18 years I've owned various Heralds, Spitfires and Vitesse and have had my fair share of this trouble. I have found from experience that it is often necessary to treat vibration problems in two stages.

The first may be termed 'static' vibration, where the propshaft itself may be out-of-balance. One cure is to 'float' the prop in a bath of water (or as I have done, in an empty plastic growbag filled with water - as used to grow tomatoes etc). Spin the prop and see if it constantly comes to rest on one side - this will show if compensating weights are needed. Thereafter, it is possible to attach a compensating jubilee clip. Once the dip or clips have been attached, it should not be removed (usually placed about 9" from either end. Incidentally propshaft imbalance can manifest itself either at the gearbox or differential end, so watch it!).

The second stage of balancing (and probably most important), is what may be termed 'dynamic'. This is after the prop has been installed in the car and vibes are still evident. One method of cure is the lengthy suck-it-and-see trial and error method of attaching more jubilee clips and then road testing. Another quick method (which I think has already been suggested), is to jack up the car on secure stands, allowing free rotation of the rear wheels. Start the car and engage 2nd or 3rd gear. Crawl underneath and note any eccentricity in the prop rotation. A small piece of chalk or a white/yellow crayon held close to the prop - whilst one arm is being steadied against the chassis, will mark the area on the prop which needs to be compensated for. A clip placed on the opposite side of this mark will almost guarantee first time prop vibrate elimination.

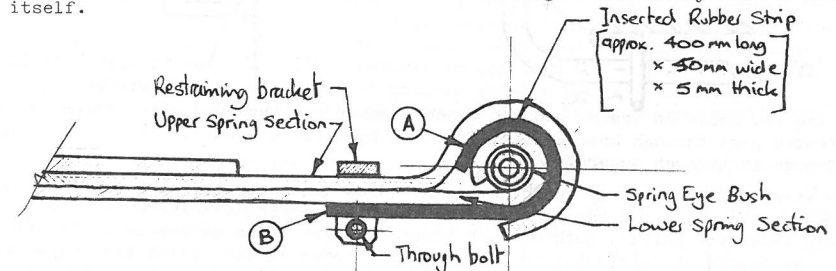
LETTER TO THE EDITOR FROM FRED BROWN

I thought I would drop you a line to give what I consider a useful repair tip to my fellow readers of the Courier.

'GT6 REAR END BLUES'

Have you got familiar GT6 rear and suspension racket? If so, read on and maybe find a cheap and easy remedy. Check if there is play between the upper and lower leaf spring sections in the vicinity of the spring eye by jacking up the rear of the car and pulling the top section up and down until a distinct rattle is heard.

I originally thought it was the spring eye bushes that had gone and ran out and bought a pair (which are helping to fill my tool box), before realising it was really wear in the leaf spring itself.



GT6 MKIII - SECTION THRO' REAR LEAF SPRING

PROCEDURE:

1. Jack up rear of car so that weight is off rear wheels.
2. Smear grease or 'vaseline' between upper and lower spring sections around the spring eye area to help rubber strip slide into position shown in diagram.
3. Feed in end (A) of rubber strip between spring sections using a couple of screwdrivers and pull it around the whole eye section.
4. Lower car so that weight is now on the rear wheels, the rubber is now trapped and a gap should occur between the through bolt in the restraining bracket and the lower spring section.
5. Feed in end (B) of rubber strip between through bolt and lower spring section until all slack is taken up.

RESULT:

Good, effective and cheap repair to a real 'pain in the rear' problem. My repair has lasted 3 months to date and much cheaper than a replacement spring assembly.

p.s. Keep up the good work with the mag, regards to all other GT6'ers and how about a picture of our 'sexy six' on the front cover?

LETTER FROM THE PARTS SECRETARY - Roland Drew:

I'm no longer at Milton Keynes. As for Dave and Lyn Wheeler of 11 Buckman Close, Greenleys, Milton Keynes, MK 316687 are taking over, on the same day, same time, same place!

New Spare Parts:

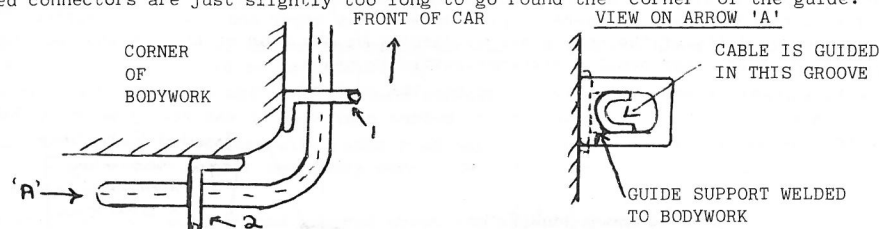
1 Vitesse MKI Owner's Handbook	£3.00
1 Vitesse MKI Wheel Trim	£1.00
1 Herald 13/60 Owners Handbook	£3.00
1 Spitfire MKIII Bugle Stainless Steel Exhaust System	£25.00

We also have a large number of Toledo, Dolomite, Stag panels at very silly prices. Can all club members pop round to their local JRT dealer and ask if they have any stock which they would like to dispose of? If so let me know. Finally, keep on telling me what you want, and I'll do my best to get it for you.

How about a Swindon Area? There seem to be a number of members in the area. Give me a phone call on 0249 812527 and we'll see if we can arrange something.

From Charles Henderson

I also had some trouble changing the secondary handbrake cable on my Vitesse. The actual guides are not pulleys, but bits of small channel section round which the cable slides. Trying to get the old cable out was difficult since (unlike Sid), I didn't saw off the threaded connectors, so it needed rather a lot of brute force, to get them through. What happens is that the long threaded connectors are just slightly too long to go round the 'corner' of the guide!



To get the new cable on again, you can either hammer the threaded parts round the bend, or pull the threaded part through bracket (1), followed by a lot of cable, then line it up with bracket (2) and push it through square.

Another thing I found with my handbrake (which didn't exactly excite the MOT man), was that it was unadjustable, i.e. all the cable travel was disappearing somewhere, so that every time the handbrake lever was pulled, nothing much happened, even after adjusting it in the prescribed manner. We traced it eventually to the above mentioned guides, which had rusted through the body where they are welded to it. If anybody else has suffered the same, the remedy is simple: remove rear seat squab (the bit you sit on) and the padding underneath it, you will then see the lumps which the guides have pushed through: Bash them back out from inside with a hammer (with the handbrake off or disconnected) till they are flush with the body again. Next, make up two small plates to fit over the affected areas and weld them in place, taking care not to cremate the back seat in the process.

Whilst on the subject, it is possible to dispense with the front (primary) cable altogether and replace it with a system similar to that found on Morris minors. This uses cable outers instead of guides and provides a separate cable for each side.

Letter from J Williams - Hertfordshire

After reading A J Bierschenk's plea for more news of Specials, I felt I had to write. I drive a Spartan which was built 2½ years ago from a MK1 Vitesse 2 litre and I am aware that certain elements in the club seem to disapprove strongly of Specials. This attitude is based I believe, on the curious notion that every Special is an original club car cut down in its prime and botched up by an amateur to produce something far less glorious. This is of course, nonsense. The Vitesse, which provided the base for my Spartan, was an MOT failure which I rescued from an undignified end at the hands of the breakers. It now has a new lease of life as a machine which, at the expense of a less comfortable ride, will easily outperform the original car. The Vitesse is a good car, I hasten to add before you start sticking pins in my waxen effigy, but suffers from being far too heavy, particularly at the front end. The doors at 4½ stone each do little more than keep out the weather. The bonnet is a non stress bearing component - ever tried to lift one? We must not let an obsession with the purity of the breed obscure our judgement.

To turn to the question asked by your reader, I also contemplated fitting a servo to my Spartan and made provision for it by drilling and tapping the manifold which is quite straight forward. However, a suitable unit was not available and I plugged up the hole with short bolt. In practice I find the braking to be more than adequate without a servo and one must bear in mind that a Spartan is much lighter than the original car.

Brakes were not a problem but if anyone can tell me how to fit aircleaners to a Vitesse based Spartan, where the front carb cleans the body by about ¼", I'll be grateful.

NATIONWIDE

ANGLIA AREA NEWS - Barry Newitt reports:

We have been busy again during the last month with moving some of our spares from one set of lock-ups to another lock-up garage. Thanks to all those who turned out to help.

A few weeks ago Keith Musk and myself took a trip in a Transit car transporter to Colchester to collect what is believed to be the oldest Herald still running. This car is the same car that was being offered to the Club by Leyland Historic Vehicles and now belongs to the Club. At the moment it is being stored with us until such time that someone can find the time to put a set of outriggers on it to get it through an M.O.T.

I note from the last list of new members sent to me by our membership secretary, that we have ten or so new members in our area. May I welcome them to our Club and I look forward to meeting them in the near future. I also note that there are quite a few members in Norfolk and Suffolk. Perhaps some of you could get together and form a section in Norwich and perhaps one in Ipswich area. We would then have a very good coverage in the Anglia Area. How about it one of you? A List of members in your area can be obtained from our membership secretary. We now have a group of members who are making a start on the Club's Vitesse/Courier and I hope work will be going on for a few weeks yet until the cold Winter nights beat us.

Please note: The date and time of the October meeting has changed to SUNDAY, 5TH OCTOBER, 3PM ONWARDS, in my home garden for a Picnic/Barbeque. Please come along with wife, girlfriend and or children. Bring a picnic and a drink with you. We will have b/q sausages and hamburgers in rolls on sale for you. This is your chance to view the oldest Herald around, to look over my garage and pit, to see the start of the Club's Vitesse/Courier and a wander around our Anglia section stores. Hope to see you all then. November meeting Old English Gentleman, 8pm.

AVON AREA NEWS - Andrew Hurst reports:

Fourth coming events

October: A treasure hunt on the 12th October has been arranged by our social secretary, Nigel Clarke. It will start at 4pm at the public car park, Princes Road, Wells, Somerset. The car part is situated opposite the fire station; this might help when asking directions. Entry forms can be obtained at our next monthly meeting on 6th October, Hunters Lodge, Near Priddy, Somerset. They can also be obtained by request from our Area Organiser, Brian Adams; there is a small entry fee of 50p for the treasure hunt.

November: On the 3rd November at our usual monthly meeting there will be a film show by Angus Hart (events organiser) on Gurston hill climb and Wings and Wheels, (Bath and West Showground), also some slides on classic cars will be shown. There will be a charge of 10p to cover projection charges.

December: Preparations are being made for a get together on December 3rd; further details will be in a future monthly report.

An area scrap book of club cars is being formed and any photographs with a small write up on their car will be gratefully appreciated. The best turn out of club members for some time on the 1st September at our monthly meeting; keep it up. Next meeting is on the 6th October at the Hunters Lodge, Near Priddy, Somerset.

OXFORD AREA NEWS - John Cudmore reports:

I must open my notes with an apology to Mike Perkins and his navigator who should have been credited in last months Courier with 2nd place in our Treasure Hunt. No excuses Mike - I am afraid I trusted my memory instead of my notes - sorry.

A very well attended meeting in July and August at the Grapes with thanks to Jim Carter for showing us his Donnington Concours movie (plus his holidays), and slides from Andy Jones and Paul Newton-Smith.

Good support from Oxford members at wet and windy Harewood Hill Climb was answered by Paul Lucas who came a good second to John Griffiths. Full story reported by me to be published in Turning Circle.

By the time these notes are printed, Town & Country Festival at Stoneleigh and STIR V at Charlecote House, Warwick will have come and gone and I know will also be well supported by the Oxford area members. Thanks folks for all your help.

See you as usual, second Wednesday of each month, at the Grapes, Yarnton, Oxford (on A34 just north of the city), from 7.30pm. New members welcome. John Cudmore, 'Up Country', High Street, Stonesfield, Oxford. Tel: Stonesfield 555).

Conversation centered around the Government's mad proposal for an ownership tax for vehicles and all the persons present at the meeting added their names to the local TR register's petition.

Two interesting brochures on specials were brought along by Alan - the Marlin (from Plymouth) and the RMB Gentry (from Leicestershire). The opinion of the meeting was that the Marlin was the more attractive proposition on aesthetic terms and due to the fact that it is of aluminium rather than fibreglass.

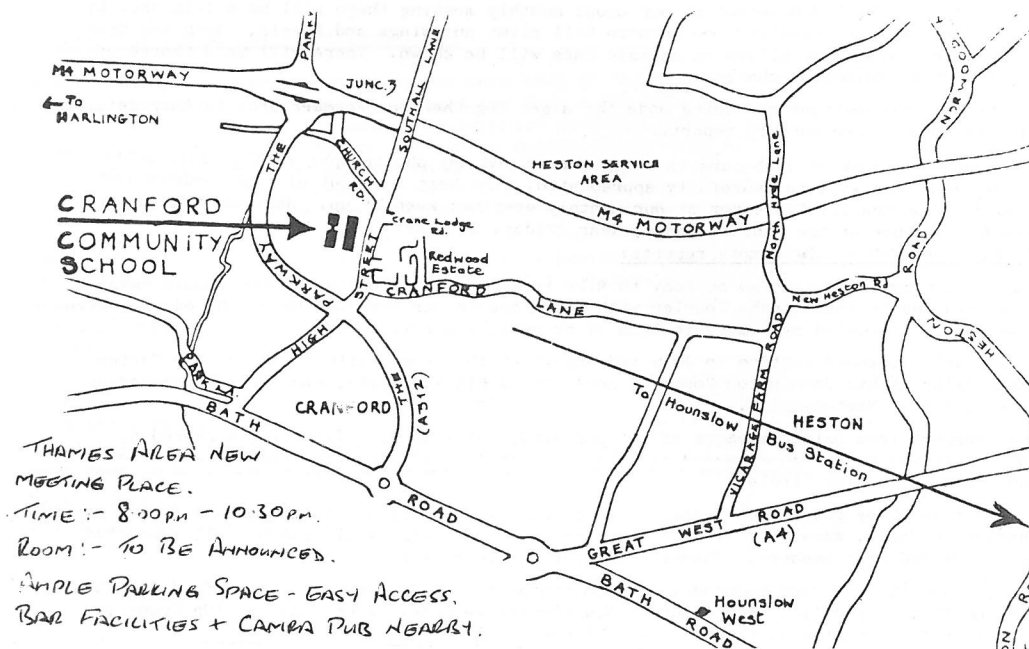
Another topic raised was Vitesse estates - a handfull of which appear in our area, though not in the hands of club members (we are working on this) - does anybody know anything about the manufacture of these vehicles. We understand that at least three were made up by local Triumph dealers in Cornwall - though to what specification we do not know - perhaps someone somewhere in the club can enlighten us?

Forthcoming events:- The next meeting is on Friday 31st October at the Hewas Inn, Sticker (on the A390 near St Austell), at 8pm - I have prepared a quiz for the occasion (with prizes!) so I hope for a bumper turnout (i.e. more than 4).

The news this month is Stoneleigh and Thames Area meeting place. First of all, thanks to all the hard working club members who helped to organise the club stand and events at Stoneleigh, and made it a most enjoyable one, two or three days for various Thames members. I believe Mike Long's song and dance routine bought the house down and it was certainly a topic of conversation next day. Mike was rather quiet at the committee meeting on Sunday morning, understandable I suppose!

Secondly, Thames Area meeting place has moved as from October 2nd. As you can see from the map, we are going back to school. I think the new venue will prove to be a better meeting place than the Shears, if only because we can sit in one room and talk to each other rather than be dispersed around the lounge bar at a pub. The map is self explanatory but at the moment I am not sure which room we will have.

Ring me for details if you require assistance, or better still, just turn up and ask.



Unfortunately the North Wales area seems to suffer from two problems: Firstly, we must be the most difficult area in the country to manage because we are spread out over hundreds of square miles of some of the most mountainous country in Britain. What is worse our members are spread thinly over all four corners from Deeside to Wrexham to Anglesey and to Aberystwyth. Because of this, I have decided to move the area meeting back to Aberystwyth as was the original suggestion, as this is where the largest number of interested members are; also moving the meeting to the first Friday of the month to give the magazine a chance to arrive!

The second problem we face, perhaps not surprisingly, is the lack of interest and enterprise of the members themselves. Club cars can be expensive to maintain and the kind of 'cowboys' we suffer under up here hardly make life easier. For instance, it is either impossible or difficult to get spares when wanted; plus the action of sea air and water, as well as the mechanical strains imposed by the hills themselves, now you can see why it is difficult. My suggestion is to take a monthly delivery from Spitfire UK, and for this purpose to run a special credit fund. You get your parts at discount price and quickly. I make enough of a profit to cover my petrol for delivery.

If you members want any parts, write to Gareth Thomas, 10 Rhodfar Mor, Abwrystwyth, Dyfed.
Watch this space for area meetings.

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I am trying to instigate a club activity in this area and will be in the 'Sun' at Arkley to discuss any ideas with anybody who cares to come. I shall be there on Monday, 6th October at 8pm and will have my membership card stuck to my coat lapel. The Sun is at the junction of Marsh Lane and Highwood Hill in Arkley, page 13 on the A - Z of London, ref 1D.

With reference to J C Wright's letter in September's Courier, his knocking could be a loose radius arm chassis attachment bracket, the offending loose bolts are usually corroded and have to be ground off and replaced.

As Bill was on holiday last month I am reporting. Well after the superb Stoneleigh event we had a lively meeting discussing how successful the 3 days were, we are now on to arranging the 4th AGM. We have been forced to look for a new venue for our monthly meetings, because of not enough space, etc. Our new Temporary venue is The White Lion, North Kilworth. Leics. on the A427 see you there.

N.B. - Thank-you the Leicester Area for organising and running Stoneleigh so effectively...ED.



Triumph



BRITISH

CARS FOR SALE

Bond Equipe 2 litre convertible, MOT May 81, H registration, Metallic dark blue. f550. Contact Richard Rachowiecki, Tel: Blackpool 0253 63461.

Triumph Herald 1959, commission number G1581, registration number 1857 RE. A new bonnet was fitted in 1976 due to accident damage. Taxed until August 31st but needs about f120 worth of repair work for an MOT. Car still of very smart appearance and in good condition. Any offers? Contact W Hares, tel: Burntwood 76753.

Vitesse 2 litre 1967. One owner from new, 16,000 miles. Colour red in very good condition both bodily and mechanically, the inside still immaculate. Long MOT, taxed until next March. Contact P Squire, tel: Chelmsford 57528 after 7pm.

Vitesse convertible 1963, white, red upholstery, one owner, 90,000 miles, overdrive, town and country horns, tonneau, MOT July 81. f250. Contact Peter Green, tel: Harlow 34597.

Vitesse 1600, 1966. Immaculate condition, Rebuilt gearbox, clutch and diff. Extras include radio, heated rear window and reversing light. Complete with handbook and workshop manual. f550 o.n.o. Contact Mike Taylor, tel: 0892 31528.

Bond Equipe GT4S (1147cc), first registered 24.9 1965, one owner from new, a green runner but no MOT, now surplus to requirements. Chassis members replaced, new outer sills and brake pipes, new valves, head gasket etc. Doors need attention. Offers around f200. Contact Graham on Newquay (Cornwall) 2688.

GT6 MKIII (L) Feb. 73 registered, 12 month MOT 52,000 miles from new. Nice condition, pimento in colour, OD etc, f1,100 o.n.o. New arrival to family forces very reluctant sale. Contact Wayne Howells on 021 593 7240.

1968 Bond Equipe GT. 2 Litre, Overdrive, good condition. Taxed MOT. Electronic Ignition, Dunlop wheels. Very fast four seater. A bargain at f550. RING Christine Harewood. Longfield 5686.

1971 Herald 13/60 Convertable, sound, waxoyled Chassis. 88,000 miles, possible restoration some body rust. Extras, Offers around f400. PHONE Banbury 720553. Mr Wood.

1970 Vitesse Saloon, white, high mileage, reconditioned with new head, with new clutch and gearbox. Many new parts MOT and TAX f580 ono. Contact Mrs G. Thomas: 0367 20484.

IS THIS BARGAIN OF THE MONTH ? Vitesse MKII needs attention offers over f10 YES f10 Buyer with have to arrange towing. Mr P. Hessler, 051 327 7202.....

"G" REGISTERED GT6 MKII Royal Blue. Good Condition. Taxed, Tested. Sun Roof. Telephone Mr Shaw: Coventry 413756. f900 o.n.o.

MK II Vitesse Saloon. White. f275. Radio, Tax MOT'D Jan. 1981. Chassis sound. Clean interior. Rot in sills, bonnet. Engine Rebuilt 13,000 miles ago. 2 previous owners. Contact: John Griffiths, Tel: (0626) 69879.

Bond Equipe 2 Litre, G Reg, Ring Steve 021 558 0306.

Bond 2 Litre Convertible suitable for rebuild, f100 o.n.o. also; Bond 2 Litre Saloon, V.G.C. f500 o.n.o. plus various other Bond parts for sale. Tel: LONFIELD 3134

Bond GT4'S 1971 Black with Tuned Engine, offers to BATH 310940.

Triumph Courier Van. 'A' registered, very rare: Full details from: MR Barber, Top Flat, 105 Brockhurst Road, Gosport, Hants.

Vitesse MKII 2 Litre CONVERTIBLE f350 Contact Eddie Evans Tel: 0283 712834

CAR WANTED

13/60 convertible or a Vitesse MKII saloon or convertible. Must be in good condition. Please contact Richard Donoyou on Tarporley 2528. If anyone is interested in an ageing 1969 Vitesse MKII convertible I will put them in touch with the owner.

Vitesse MKII convertible in good condition, O/D. Possibly swap with M registration Spitfire (if I haven't sold it by then). Contact Mrs Moore, tel: Preston 0772 54747.

PARTS FOR SALE

For Vitesse MKI. Engine, gearbox (no OD), propshaft and numerous ancillaries. Also have Bond Equipe GT 2 litre convertible 1970, front and rear mouldings (fair condition), windscreen and tatty doors. Phone Omagh (0662) 3024 after 6pm. Although this is N Ireland transport could be arranged (less Bond mouldings) to Midlands/South East in October.

Vitesse 6 complete 1600 engine for f40, a run out revealed nothing serious. GT6/Vitesse gearbox not overdrive for the same price, this certainly worked ok as its one I took out to put in an overdrive box. I have other odd GT6 MKI bits which anyone can have for the asking. Contact Ron Walter, tel: Maidstone 858485.

Vitesse 6 1600, 1965 - complete body shell minus doors. This bodyshell is in original condition - deep blue/white flash. A good bonnet with lights, original upholstery, all glass dashboard etc. It is still on the original chassis which is in need of a full set of outriggers, door steps and the usual chassis under the differential needs plating. This car only travelled approx 38,000 miles from new. Any offers? Contact S Layte, Tel: 0226 742378.

From a previous 1147cc Herald I saved a neat conversion job - twin 150 Stomberg carbs and the extractor manifold in excellent condition. If Steve Tames or anyone else is interested in buying this off me please ring 01 653 2035 (anytime) Clare Carroll.

Bond Equipe parts for sale 1969 2 litre Coupe. Contact W H Kibble, Halse Copse Farm, Brackley, Northamptonshire.

Triumph Herald 1200 engine and gearbox, Vitesse 1600 engine and gearbox, Herald diff and driveshafts, steering rack, starter motor, dynamo and other mechanical parts. No reasonable offer refused. Contact Neville Wright, tel: 021 430 3404.

Vitesse/GT6 4 syncho gearbox reconditioned with guarantee, f68 Contact G. Thomas Tel: 0367 20484.

Breaking Bond 4GT'S for details; Tel: WILMINGTON 228.

Brand New Front Wings for 13/60 Bonnet f20 plus footplate for floor pan f1 Tel: Corby 62434 between 8am-5pm mon to fridays, Pete Lattermore.

TR6, 2.5 pi Engine with ancillaries, inc, recon. metering unit. Will fit Bond Vitesse GT6, low oil pressure. Offers. MK1 Vitesse Engine, good head Offers. Set of wide Wheels plus Tyres f40. Contact Guy Singleton. Tel: 0772 3423.

New Spares....New Spares..... Contact Dave McDougall..Tel: Southam 3886.

Ten Leyland Special Tuning pivoting rear spring conversion Kits for MK 1-2-3 Spitfires. Consisting of; 1 rear spring, 2 rear shocks, 1 Anti Roll Bar, Bushes, Studs Etc. f50 each set. + postage or carriage.

One new N/S Vitesse - Herald Door f45. + postage or carriage.

One Solex Carb for 1600 Vitesse f8 + postage or carriage.

Herald Gearbox Tunnel Carpets, Black. f6 + postage or carriage.

Splines and spinners for GT6 wire wheels. Contact Neville Wright, tel 021 430 3404.

Wanted : 2 Litre Vitesse or GT6 Gearbox suitable for rebuild. Contact Dave McDougall. Tel: Southam 3886.

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EDITOR:

Please read the following letter from one of our new parts suppliers and let us know how you got on with regard to parts, service etc. See advert at the back of the Courier.

I have established business dealing in new and used Triumphs/TR spares, combining this with a general car spares and accessories shop just outside High Wycombe. I have recently decided to expand operations to provide a similar parts service to owners of GT6's, Spitfires, and Vitesse's. I have been greatly impressed by the initial interest shown in this venture by some members of the TSSC, particularly Steve Little, who provided me with copies of the Courier and some useful background information.

The sort of service I hope to offer is a complete parts service, both new and used, for owners of all Triumph sports cars. However, this will obviously take time to develop and at present we cannot hope to stock everything! However, I do have in stock a range of 'service' parts - filters, plugs, electrics etc, and wheel bearings, UJ's, suspension bits, brakes, clutches, etc, and am increasing stocks of body panels. I can also undertake to obtain all BL parts that are still listed at BL prices. (I am not in business to profiteer from fellow enthusiasts). Such parts are delivered to me usually within 7 days, but more often than not within 48 hours. I do operate a mail order service, home and abroad and orders can be paid for over the phone by using Access or Barclaycard. COD is also available

I hope from the above that you will be able to gauge my enthusiasm for this venture, and with support from TSSC members, I am sure that we can benefit each other. I will promote the TSSC to customers who qualify, who for some reason have not already heard of it and would be pleased if you could supply me with some handouts for this purpose.

Rodney Barber
Linrod Car Spares & Accessories
Unit 1
Windmill Parade
Georges Hill
Widmer End
High Wycombe
Bucks HP15 6DB

Tel: High Wycombe 714455

STOP PRESS!

FOR SALE - WINDSCREEN WASHER ELECTRIFICATION KITS for GT6 + other cars with Simulac 2 speed Wash/Wipe Switches. KIT Contains - PART No 155496 (Swedish market part which converts 2 speed Wash/Wipe switch to electric Screen wash operation) and a Lucas Washer pump. Complete KIT £8.75p. Pumps available on their own at £4.95p Contact: - A. L. TERRY. 11 SHELLEY AVE, KIDDERMINSTER WORCS.

[illegible]

METAL CAR BADGES (same shape & size as the A.A. badge). CLUB LOGO ON BLACK BACKGROUND... FOR GRILLE OR BADGE BAR MOUNTING... £3-00p. each. Post-Paid.....

NEW STYLE CRYSTAL PERSPEX KEY FOB... 30p..+ SAE.

CIRCULAR VINYL SCREEN BADGE...25p..+SAE.

LARGER RECTANGULAR TSSC STICKERS..(similar to stickers on new cars)
30p. # SAE...

NEW LINE*****LICENCE HOLDERS WITH TSSC LOGO..(slit back type)
at 30p..+ SAE.

CHEQUES ETC..to, Triumph Sports Six Club..Only one SAE reqd. if ordering
More than one item....Chris Evans, 24, Holland Park, Barton-under-Needwood.
STAFFORDSHIRE.....

CLUB 'T' Shirts..Large..Medium..Small..Navy Blue..Logo in white.£4-00p.
+ 25p. P&P.

CLUB Sweatshirts..Levi sTyle..long sleeve..Navy Blue...Logo in white.
£7-50p.+ 35p.P&P.

Leicesters etc. to Triumph Sports Six Club..To..Margaret Swanson, 128,
Leicester Road,Narborough,LEICS..LE9 5BE..

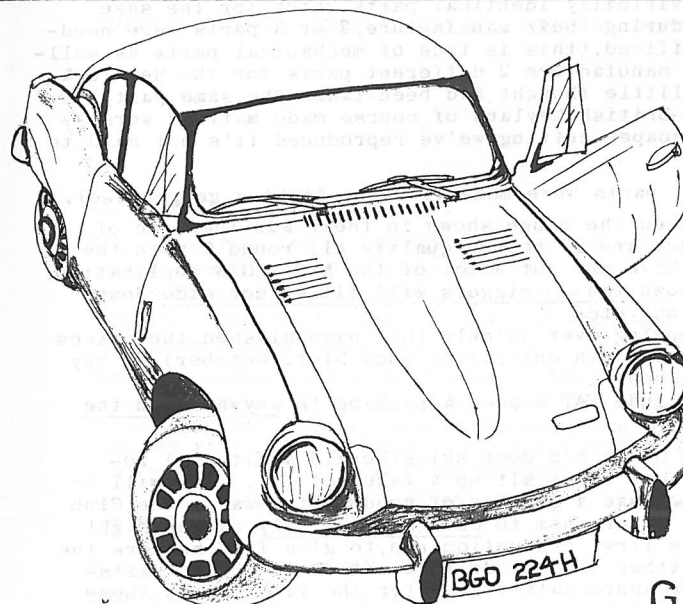
Old Stock of Club 'T' Shirts..few left at £2-50p. + 25p.P&P.

WANTED.....WANTED.....WANTED.....WANTED.....WANTED.....WANTED.....WANTED.

NEW MEMBERSHIP SECRETARY...WANTED..STEVE JARMYN IS HAVING TO STAND
DOWN TO THE PRESSURE OF WORK INVOLVED IN A NEW JOB...THANKS TO STEVE
FOR KEEPING THE POST GOING FOR SO LONG...IF YOU ARE INTERESTED..GIVE
STEVE A RING..ON..(040-27) 55674...HE WILL GIVE YOU ALL THE INFO.....

WANTED.....WANTED.....WANTED.....WANTED.....WANTED.....WANTED.....WANTED.....

ARE YOU READING SOMEONE ELSE'S COURIER..HAVN'T GOT YOURS...GIVE SONJ'E
BARRETT A RING ON (0533) 783519



TRU2

GT6 APPEAL

SPITFIRES (U.K.)

* * * * NOTE OUR NEW ADDRESS * * * *

NOW AT OUR NEW FACILITY

COMPREHENSIVE PARTS AND ACCESSORIES DEPT.

**** BODYSHOP ****

REPAIRS ***** SERVICING

90, EVINGTON ROAD, LEICESTER.

Tel: (0533) 543338

SPITFIRES (UK) - GOOD NEWS RE. PANELS & CHASSIS PARTS

Our Approved Suppliers Spitfires (UK) are now moving to larger & better equipped premises at 90, Evington Road, Leicester. Tel (0533) 543338. To celebrate their move & also working on the principle that they are committed to keeping the Herald Chassis Car on the road to stay alive themselves (not just supplying 'surplus parts') they have 'put their money where their mouth is' & commissioned a small panel manufacturer to re-produce body/chassis parts to their own slightly modified design. Spit. (UK) have found through working on our type of cars all day & supplying spare parts for them that there were two glaring problems associated with the re-manufactured 'popular' body & chassis parts.

a) There were too many virtually identical parts, which for the sake of slight modifications during their manufacture, 2 or 3 parts were needed where 1 would have sufficed. (this is true of mechanical parts as well - Standard-Triumph used to manufacture 2 different parts for the Herald & the Spitfire - where if a little thought had been taken the same part could have been used for both - British Leyland of course made matters worse - but after seeing the newspaper cutting we've reproduced it's not hard to understand why!)

b) A lot of the 'copied' parts were made from too light a gauge steel. They have therefore produced the range shown in their ad. They are of a heavier gauge steel, they are of better quality all round & with the slight re-designing they have cut out a lot of the N/S - O/S duplication. Therefore except where shown the outriggers will fit either side down to the last hole, captive nut etc.

To get these new parts turning over quickly they have slashed the prices to the bare minimum for one month only (offer ends 31st. October) so buy now while you have the chance.

N.B. The prices shown include VAT & post & packing to anywhere in the U.K.

Tony & Ken are having the O/S & N/S door skins (Herald & Vitesse) re-manufactured (that's made some of us sit up & take notice). They will be available around mid-October, & as a gesture of good will towards the Club Tony & Ken are willing to offer them to Club Members only at the right price, for one month of the first production run, to give TSSC members the 'first crack of the whip' (they already do that with some 'rare' parts - but few members realise or appreciate it). After the first month these much sought after panels will be advertised in the national motoring press & there will be supply problems (it's only a small manufacturer), so again, get the panels while you can, start checking with Tony or Ken around mid-October.

OFFER...SPECIAL OFFER...SPECIAL OFFER...SPECIAL OFFER...SPECIAL OFFER..

SPITFIRES (UK) SPECIAL OFFER ON CHASSIS PARTS.

HERALD & VITESSE

ITEM No.	DESCRIPTION	OFFER PRICE	NORMAL PRICE
ONE.	FULL SILL	£4-72p.	£6-98p.
TWO.	FRONT OUTRIGGER(to '65)	£3-44p.	£8-64p.
THREE.	FRONT OUTRIGGER('65 on)	£4-05p.	£8-94p.
FOUR.	CENTRE OUTRIGGER(to '64)	£3-41p.	£6-25p.
FIVE.	CENTRE OUTRIGGER('64 on)	£3-41p.	£6-25p.
SIX.	REAR OUTRIGGER(HERALD)	£4-05p.	£6-80p.
SEVEN.	REAR OUTRIGGER(VITESSE)	£4-25p. (extra bkt.)	£7-00p.
EIGHT.	SIDE RAIL	£3-26p.	£6-34p.
NINE.	RIGGER UNDER BOOT FLOOR (state n/s or o/s)	£4-59p.	£9-25p.
TEN.	DOOR LOWER EDGE(repair) PANEL (state n/s or o/s)	£5-43p.	£7-25p.
ELEVEN.	REAR CENTRE VALANCE	£7-72p.	£10-50p.
TWELVE.	REAR CORNER VALANCE	£7-65p.	£11-50p.
THIRTEEN.	DOOR SKIN (state n/s or o/s)	£.p.o.a.	£ N/A
FOURTEEN.	HEADLAMP BOWL(Herald & Vit.)	£3-67p.	£ N/A p.o.a.

N.B. OFFER PRICE INCLUDES VAT & POST & PACKING ANYWHERE IN THE U.K.

NORMAL PRICE INCLUDES VAT BUT NOT POST & PACKING

...SPECIAL OFFER...SPECIAL OFFER...SPECIAL OFFER...SPECIAL OFFER...SPECIAL OFFER...

AND FINALLY

Well, the Irish let me come home to what can only be called a mammoth amount of mail. You certainly have been busy whilst I was away!

Firstly I would like to thank David Hughes for pasting up last months Courier. This months magazine includes some fascinating letters and tips, keep the info rolling in.

Three new companies are advertising in *The Courier* and I wish them every success as this will surely benefit both them and the Club. One of the three is my own Company, John Bartholomew, the Edinburgh based cartographers. They are very closely linked to our field of interest being map and atlas publishers producing first class products. Advertising revenue helps to support the Club. Should you know of any companies wishing to advertise with us please let me know.

N.B. Just look at Spitfires UK's offers this month, superb.

BILL SUNDERLAND Editor

VITESSE *** GT6 *** SPITFIRE OWNERS

FOR ALL YOUR SPARE PART REQUIREMENTS!



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UNIT 1, WINDMILL PARADE,
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We stock genuine BL parts at BL prices as well as proprietary manufacturers parts — LUCAS, QUINTON HAZELL, BORG & BECK etc. to cover all requirements from 'service' parts (Brakes, Clutches, Filters, Electrics etc.) to body panels and trim.

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Discs, Hubs and Brake Pads
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Works style Hardtops
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Repair Panels and Suspension Spares.

Please send Stamped Addressed Envelope for Lists — State Car-Model.

Directory Continued.....

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Memb. Sec.TONY BRANDON*Tony your new
address please*CHILTERNSTEVE CLARD149, Chiltern Avenue,
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BUCKINGHAMSHIRE.
Tel. (0494) 41716.CORNWALLRICHARD CUNNINGHAM*Can you send in
your address
again, please Richard.*GRANADAJIM WESTWELL78, Nuttall Street,
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Tel. (0254) 56835.HERTFORDSHIRENICK HURST54, Torrington Drive,
Potters Bar,
HERTFORDSHIRE.
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Greenleys,
MILTON KEYNES
Tel. (0908) 316687.NORTH LONDONNICK HALFORD*Can you send in
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please Nick*OXFORDJOHN CUDMORE'Up Country'
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Emsworth,
HAMPSHIRE. PO10 8PH.
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