



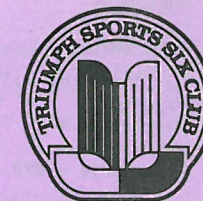
BARTHOLOMEW

**JOHN BARTHOLOMEW & SON LTD. PUBLISH A
RANGE OF MAPS AND ATLASES ESPECIALLY
DESIGNED FOR THE MOTORIST. MAPS INCLUDE
THEIR NATIONAL SERIES — 62 SHEETS
COVERING THE WHOLE OF BRITAIN AT A SCALE
OF 1: 100 000: GT SERIES AT A SCALE OF 1: 253 440
COVERING BRITAIN IN 10 SHEETS: TO AND
THROUGH SERIES: MOTORING MAP SERIES:
TOURING MAP SERIES: TOURIST ROUTE SERIES:
CITY PLANS. ATLASES INCLUDE NEW FOLD
ATLAS OF GREAT BRITAIN: EVERYONE'S G.B.
MOTORING ATLAS: ROAD ATLAS BRITAIN:
ROAD ATLAS EUROPE: AND A RANGE OF GIFT
EDITION ATLASES.**

ON SALE AT GOOD BOOKSHOPS

Printed by Magna Print, from copy supplied.
1 Victoria St., Wigston Magna, Leicestershire, England.
Tel: (0533) 884474

THE COURIER



JULY 1981 : No. 13

the monthly news publication of the
Triumph Sports Six Club

ANGLIA AREA BARBEQUE ~ AUTOTEST

18th JULY

CAMBRIDGE

★ **Not To Be Missed** ★

* 'STOP PRESS' *
Over 1900 Members
* Worldwide *
+ 30 LOCAL AREAS *



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

<u>PRESIDENT</u>	<u>VICE PRESIDENT</u>	<u>GENERAL SECRETARY</u>	<u>COMMITTEE CHAIRMAN</u>
JOHN GRIFFITHS 55, The Churchills Highweek Newton Abbot DEVON Tel:(0626) 69879		BOB NOTLEY 53, Vicarage Cres REDDITCH, Worcs B97 4RG. Tel: Redditch 60328	MATT MAUDSLEY 'Rushdene' Hillcrest Road Horndon-on-the-Hill ESSEX SS17 8LR Tel:(03756) 74945
<u>TREASURER</u>	<u>MEMBERSHIP SEC.</u>	<u>TECHNICAL SEC.</u>	<u>PUBLIC RELATIONS OFFICER</u>
MICHAEL HANCOCK 'Beechcroft Cottage' School Lane Baslow Bakewell, DERBY Tel:(024-688) 3261	CHRIS & TRUDI SQUIBBS 24 Prince Rupert Ave Desborough NORTHANTS Tel:(0536) 761930	EDDIE EVANS 24 Holland Park Barton-under-Needwood STAFFS Tel:(028-371) 2834	PATRICK FALEUR 33Llwyn Menlli Ruthin Clwyd N. WALES LL15 1RG Tel: (H) Ruthin 2096
<u>OVERSEAS AFFILIATION SECRETARY</u>	<u>THE 'COURIER' EDITOR & ASST.</u>	<u>TURNING CIRCLE EDITOR & ASST.</u>	<u>'COURIER' BACK ISSUES</u>
MATT MAUDSLEY Address as for Comm. Chairman	BILL & JO SUNDERLAND 19 Prince Rupert Ave Desborough NORTHANTS Tel:(0536) 760769	BILL & JO SUNDERLAND Address as per Courier.	MAGGIE MAUDSLEY Address as for Comm. Chairman
<u>COMPETITION SECRETARY</u>	<u>NEW SPARES SECRETARY</u>	<u>AREA LIAISON OFFICER</u>	<u>EVENTS ORGANISERS</u>
JOHN GRIFFITHS Address as per Pres.	ROLAND DREW 2 Jugglers Lane Yatesbury Calne WILTS SN11 8YA Tel:(H) (0249) 812527	DAVID BAYLISS 64B Wimbledon Park Rd Southfields LONDON SW18 5SH Tel:(H) 01 8741941	TONY JONES TONY & JANIS SPICER Laburnam Cottage 336 Clarence Road Sutton Coldfield WEST MIDLANDS B74 1LJ Tel: (H) 021-3539961
<u>CLUB STATIONERY OFFICER</u>	<u>CLUB EQUIPMENT SECRETARY</u>	<u>CHANGE OF ADDRESS INFORM</u>	<u>INTERNATIONAL BOND REGISTER SECRETARY</u>
CHRIS SQUIBBS Address as per Membership Sec.	JONTY WILD 12 Mackerel Hall Royston HERTS Tel: (0763) 42058	TRUDI SQUIBBS Address as per Membership Sec.	Dave McDougall 13 Wulfstan Drive Long Itchington Rugby, Warcs. Tel: (092681) 3886
<u>INTERNATIONAL GT6 REGISTER SECRETARY</u>	<u>INTERNATIONAL VITESSE REGISTER SECRETARY</u>	<u>INTERNATIONAL SPITFIRE REGISTER SECRETARY</u>	<u>INTERNATIONAL HERALD REGISTER SECRETARY</u>
MIKE LONG 55B Enderdale Rd Richmond, SURREY Tel:(01-940) 8975	John Lindsay 17 Barlow Road Sheffield S6 5HR Tel: (0742) 33149	E FOREMAN 1 Croxton Bank Croxton, Nr. Eccleshall STAFFORD ST21 6NC Tel: Wetwood 685	CHRIS LONGHURST 30 Cornwall Rd Midanbury, SOUTHAMPTON Tel: (0703) 553395
<u>INTERNATIONAL SPEC. REGISTER SECRETARY</u>	<u>INTERNATIONAL AMPHICAR REGISTER SECRETARY</u>		
Roger D. Powell Town Pond Cottage Town Pond Lane Southmoor OXON OX13 5HS Tel: (0865) 820749	KEITH GOULD Green Acres Ladburn Lane Shilton, OXFORD Tel: 0993-841999		

INTRO

AGREED VALUE INSURANCE:

Some of you may have seen the article in the May edition of Thoroughbred and Classic cars magazine. I immediately sent a copy of this to the club's broker (DG Colebrook & Partners Ltd.), Mike Colebrook informs me that he is still liaising with the ROYAL & CORNHILL and hopes to come up with a scheme which will be even more tailor made to our club and cars than the one outlined in T & C C.

Let's keep our fingers crossed. Unfortunately, it is taking a little time; as you will appreciate the whole matter has had to be referred to the Insurance Company's head office. (If) and when we do get it sorted out, I hope as many of you as possible will take advantage of the scheme. Good support will mean that we will all benefit in the long run with even lower premiums.

Watch this space for further details.

D G Colebrook & Partners Ltd., Insurance Brokers & Consultants
10/14 London Road
GLOUCESTER
GL1 3QG

Tel: (0452) 418485/6/7

QUIZ:

I thought that during one of those great WET British days of summer you might like something to scratch your head over.

See if you can identify the cars described and state the magazine from which the quote came. If you like you can send your answers to me and the first correct one opened will be declared the winner.

First prize will be your name mentioned in the Courier
Second prize, your name will not be mentioned in the Courier!!

Quote: No 1 "Nowadays we get superb ventilation where there was virtually none, and the driving position, plus the layout of the controls, count amongst the pleasures of motoring. All the controls operate as if an engineer had studied their action and then taken the car out over months to ensure continuously effective action. It does not look much. It doesn't sound very impressive on paper, but when you actually drive it over 400 miles of motorway in a day, it still gives the quiet satisfaction of feeling "all-of-a-piece" and thoughtfully engineered".

Quote: No 2 "I described it then as rather old fashioned but as an essentially honest motor car with a very nice engine. The wipers fail to wipe the O/S of the glass, to such an extent that in muddy weather visibility is seriously impaired, the right-hand side of the road being cut off on right-handed bends, unless one ducks the head, while pedestrians tend to loom up unseen in town driving."

How about trying to name the writers as well: depending on how many answers are correct or otherwise I get, will depend when the correct answers will be published. Watch this space.

PRESIDENCY:

I mentioned in the last Courier about the blank space in the top left hand corner of your Courier. Following a club committee meeting held on 31st May, I was elected by the Committee to take over the post of President following Paul's resignation. Having been associated with the club from the very start and having had club cars in my family since about 1966 I am very honoured to take over and lead the club into the second era. I am sure that this era will bring unsurpassed increases in membership and no doubt we will continue to improve the benefits and overall enjoyment of being a TSSC member. I am sure you are all as proud as I am of the present position of the club in the motoring scene and I am sure that our stature and expertise will continue to grow and no doubt in the not too distant future we will be one of the foremost clubs in Great Britain.

JOHN GRIFFITHS

NEWS REVIEW

DUTTON FORSHAW, BLACKPOOL:

I am pleased to announce details of an attractive offer from the above company, to enable club members to purchase any new Triumph at a discount of 11%. The further attraction of this offer is that at the same time a commission of 1½% will be paid to the club.

You will be interested to know that the company in question at present has 4 Spitfires in stock and others are available in the group for sale. You can purchase your new car using their own HP arrangements or obviously cash, perhaps having first arranged bank finance. Whichever method you will still be entitled to the discount. I am told that club members will receive advantageous HP terms if they purchase through Dutton Forshaw's own finance company. Anyone who would like to purchase a new Triumph whether it be a Dolomite, Spitfire or TR7 please contact me for further details.

RECRUITMENT COMPETITION NEWS: JONTY WILD REPORTS:

Although I am writing this after only one week of the competition running, I am able to report that so far the amount of replies I am receiving is very encouraging, so please keep up the good work. Don't forget more copies of the windscreens leaflets can be obtained by contacting me or from your Area Organiser, and of course if you have the facilities, you can always photocopy your own.

I have only come across one problem so far, I am receiving a number of leaflets without the membership number and local area lines completed. Of course these are still of benefit to the Club but it means that I have no way of giving the credit to the members who are placing the leaflets on cars. So please if you want to have a chance of winning one of the prizes remember to complete the last lines of the form with your own membership number (see front of your membership card) and the local area that you attend.

If you haven't started distributing your leaflets yet, why not take a trip to your local carpark this weekend, remember if you don't keep me busy I haven't got an excuse for the state my cars are in!



LINROD TRIUMPH SPARES

44 COLUMBINE ROAD
WIDMER END
HIGH WYCOMBE
BUCKS.

Tel: High Wycombe (0494) 714455

Open: Monday - Saturday 8.30 to 5.15
(except Wednesday - closed all day).

for ALL Triumph Sportscar Spares

Stockists of:

Body Panels
Engines
Gearboxes
And most other parts

Trim
Brakes and Suspension parts
Service parts

Complete cars bought and sold
Large stocks of used parts
Agents for SAH Triumphtune parts

Mail Order

Access/Barclaycard

Special Discounts to T.S.S.C. members

WHAT'S ON NEXT?

From 10am, Sunday 5th July, Easthamstead Park, Bracknell

The Rotary Club of Easthamstead is organising an Open Air Car Rally and is seeking the support of all owners of cars of interest, from veteran to custom.

The basis of the event is a family day out for all concerned, with all proceeds to charity, bearing in mind that this is the Year of the Disabled.

There will be Concours awards for vehicles in their own era or specialisation, but all vehicles are welcome even if not in Concours condition.

Other attractions for the day include a Hot Air Balloon ascent (weather permitting), with a 'ride in the bucket' as a raffle prize, a model aircraft flying display and Autojumble stalls.

Entry forms can be obtained from James Strugnell, esq., Stable Lodge, Priory Lane, Warfield, Berks.

CLUB NATIONAL EVENT ORGANISED BY THE ANGLIA SECTION:

AUTOTEST/BARBEQUE 18th July, 1981 2.30 - 11.30pm

This event is one of the highlights of the club year. A great weekend in Cambridge held at our meeting place, The Old English Gentleman public house Harston Nr. Cambridge A10 road Cambridge to Royston.

WHAT WILL BE THERE?

Autotest organised by the Essex Section, chef prepared barbeque served 6pm approx. A marquee full of club regalia, spare parts - club spares Anglia spares and trade stands. Side stalls - name the parts, slot track racing and many others. Lots of prizes to be won - lucky tickets, distance awards etc. Disco dancing in the evening for all ages, good beer - bar open 2.30pm until 11.30pm.

Tickets, adults £3.50, children, £1.50 - send for tickets now to: Barry Newitt, Area Organiser, 89 Shelford Road, Trumpington, Cambridge CB2 2NB.

Enclose SAE - cheques payable to TSSC. Ticket sales close 6th July 1981.

Bed and Breakfast and camp sites close by, ask for details when ordering tickets.



IBCAM
Centenary Motoring Festival
Town & Country Festival 1881 1981 August 29th-30th-31st

TOWN & COUNTRY FESTIVAL - AUGUST BANK HOLIDAY 29TH - 30TH - 31ST

As in the previous three years, the Club will be present at the above event. Their will be a Club stand within the biggest car concours event in the country and club camping/caravanning area and entertainment on Saturday and Sunday night.

If you have not been to this event before, you should make the effort and come to the show that offers entertainment for everyone. More details next month - watch this space!!

Town & Country Festival
Royal Showground

Stoneleigh, Kenilworth, Warwickshire CV8 2LZ Telephone Royal Show (0203) 56151 Telex 31697

***** INTERNATIONAL MARQUE SECRETARY *****

HERALD REGISTER SECRETARY.

Useful Part Numbers (3)

Front Suspension (numbers of items needed for one side in brackets).

Bushes: Ends of lower & upper vertical links	119451 (4)
Shock absorber- bottom	119450 (1)
" " - top	509260 (2)
Antiroll bar	123996 (1)
Seals: Trunnion to Vertical Link	122126 (1)
Stub axle to Vertical Link	107194 (1)
Trunnion Kit (nylon bushes 140892, metal distance piece) 148093, dust shields 140894 & 140895, rubber seal 122534 - items difficult to get separately)	514191 (both sides)
Bolt trunnion to wishbone, shocker to wishbone	BH607201 (2)
Nyloc nuts: vertical link bushes	GHF223 (4)
upper shocker attachment	GHF221 (3)
upper ball joint to upper wishbone	GHF222 (2)
lower shocker bush, trunnion to wishbone	GHF224 (2)
Shims: lower wishbone to chassis (to adjust camber etc.)	122022 (as reqd.)
Top Ball Joint:	UKC 1310 (1)

Front Road Springs

	Part	Length	Fitted length	load(lb)	rate(lb")	Colour
Standard	208056	12.03	8.18	790	203	white
Competition	209013	10.47	7.63	790	204	black
Heavy Duty/ Van	209033	10.97	8.10	790	204	yellow

packing (125441) should be used between upper spring plate and suspension brackets when heavy duty springs fitted. Source - workshop Manual.

Front Shock Absorbers (Dampers).

Saloon,Coupe,Convertible	206262
Heavy Duty (above) & Estate and Van	208022

Spare Parts.

1 recently purchased some front suspension parts from Transpeed (mail order) Ltd, 213 Portland Rd, Hove, Sussex BN3 5LA (0273-77478). Front shock absorbers complete with coil spring and top and bottom bushes are £9 each (incl P.P.VAT) - new bottom bushes from Unipart dealers are now £1.25+VAT. Upper balljoints from Transpeed are £9.75 pair and track rod ends £4.50.

This firm also sells propshafts - complete with U.J's - for the 'low' price of \$12-50 (incl VAT &pp) !! I was impressed with the firms service - an order sent first class on a Tuesday was delivered to me the following Saturday!

Chris. Longhurst

From the Secretary - GT6 Register, Mike Long:

Further to the list of road tests and articles relating to the GT6 that appeared in the February edition of the Courier, I've located a few more, details of which appear below:

Nov 66	PM	Mk1 Brief description
Nov 66	AE	Mk1 Brief description
Nov 66	R + T	Mk1 Brief description
Jan 67	SCG	Mk1 Dirver's Report
May 67	C + D	Mk1 R/T
Jul 67	SCG	Alloy bodied modsports racer, T/T
Oct 67	MTre	Mk1, brief description
Jun 68	MR	Mk1, SAH stage 3 (PI) brief description
Nov 68	AE	Mk11 Brief description
Mar 69	SCG	Plus R/T
Apr 69	C + D	Plus R/T
69	SCA	Plus R/T
1 Jul 70	MTra	Mk11, Service data
Oct 70	PoM	Mk11 v MGB GT, R/T
70	SCA	Plus, R/T
Feb 71	C	Mk11 v MGB GT, R/T
Jul 71	R + T	Mk11, R/T, Comparison with other GT cars
Jan 73	HC	Mk1/11/111 v MGB GT, compaison, buying secondhand
73	R + T	Mk111, R/T, (In 'Sports + GT Car Annual).
June 79	OM	Mk1/11/111 Buying secondhand

Abbreviations:

a) Magazines:

AE	Automobile Engineer
C	Car
C+D	Car and Driver
HC	Hot Car
MR	Motor Racing
MTra	Motor Trader
MTre	Motor Trend
OM	Old Motor
PM	Practical Motorist
PoM	Popular Motoring
R+T	Road and Track
SCA	Sports Car Annual
SCG	Sports Car Graphic

b) Nature of article:

R/T	Road test
T/T	Track test

If you know of an article that does not appear in this or the previous list, please let me have the relevant details. Finally, when writing to me please mention your membership number and be sure to enclose a suitable size sae if you require a reply. NO SAE, NO REPLY!

ROGER D POWELL

International Specials Register Secretary, TSSC

The table below shows the latest position regarding International Vehicle Register forms:

TRIUMPH SPORTS SIX CLUB

INTERNATIONAL SPECIALS REGISTER



Specials section comprises the following vehicles:

Information correct at 9th June 81 (date).

Vehicle type	Engine type						Total
	4 cylinder			6 cylinder		Other	
	Herald	Spitfire		1.6L	2.0L		
Burlington SS							
Dutton/Spitfire		1					1
Gentry	1	1		1	1		4
Marlin				1	1		2
Mass							
Spartan 2 seater		1			1		2
Spartan Plus 2	1				3		4
							13

International Specials Register Secretary - Roger D. Powell.

Are there any more forms to come in?

I have had enquiries from club members concerning the whereabouts of other owners of specials, with a view to swapping ideas, wanting assistance etc. I would like to pass on names and addresses to other club members but before so doing, will give you the opportunity of saying is you DON'T want your name and address given out. If I don't hear from you I shall assume that you have no objections.

The 'It Should Never Have Happened' department

Barry's report (Anglia Area News - Spares), in the June Courier, contains an item which reflects the stupidity of some folk. 99.9% of specials addicts only use the grottiest of cars well past redemption, to break up for their specials, thereby turning 'old and useless' into 'new and useful'. It's the other 0.1% who give the rest of us an underserved bad name - this sort of vandalism we can do without. I can only hope the berk who broke up that Vitesse isn't a TSSC member.

Re June issue page 29, yes I have seen the Wrangler ad on TV, I hope John Lindsay has written complaining to Lord Thomson (chairman of IBA) re this grossly unfair to Vitesse advertisement????!!

Triumph Warehouse - Special Offer Mudflaps:

I would like to draw your attention to the fact that we have made special arrangements for the production of an exclusive Triumph Mudflap with the Triumph loral and the words Triumph through the centre. The cost. inc. postage and packing and VAT is £8.75 for two pairs, in other words for a complete car, or £4.75 for one pair of mudflaps.

As previously mentioned these are exclusive and these are a special offer and deal that we have set up.

John Hill - Prop.

Tel: Redditch 63555

PEN TO PAPER

LETTER FROM GARETH THOMAS, SE LONDON:

I have found, because of my parts sales, that there is such a demand for a co-ordinator of modifications, that I wish to form a loose association for those inside and outside the club called rather arrogantly the Association for the Promotion of Triumph Tuning Expertise. I have already assembled a body of very useful and relevant information for those who want to modify their cars from Stage I to Pi and turbo, demonstrating the various pitfalls and weaknesses of club cars and how to avoid them.

What I want is all members who have undertaken tuning modifications on their cars 4's or 6's, to write to me quoting APTTE reference and telling me of their better experiences and any queries they have. I do not wish to take J Griffiths' place or to become another D Vizard, just to become an organised source of relevant tuning information. Access to this can be gained by sending a 50p postal order so that I can post them to whoever needs them. Often members are isolated in parts of the country and do not get any help from the club in tuning mods. D Vizard's book on tuning Triumphs, to them is not all that helpful. I have access to the original Canley works preparation engine records for instance. This explains the way to gain 125 BHP + from a Spitfire 1147cc!

The more people who write to me the better from this purpose. My Vitesse, as you know is stage 1 - 11. I am particularly interested in items such as Daimler 250 V8 in a Vitesse which my brother has seen! How to fit a Rover 3.5 V8 conversion - a very difficult but a brilliant idea.

M Maudsley aside at my being able 'to supply this and that' is because I am servicing D Type 0/ds @ £30.50. I should be able to supply new factory 3.89 diffs @ £90, gearboxes inc. specials @ £50 - £100 exchange.

These parts are for people who appreciate competition and tuning spares and would be willing to share any information and experience they have with tuning Triumphs for other members use.

Finally, I can now offer 0/D reconditioned and am still looking for blown D type 0/D's for Spit (early), Vitesse, Gt6, Bond. Wanted letter from any member who has modified the engine of his Triumph, Bond, Special - stating their experiences inc. N. London area gentleman with a white convertible when he joins the club, leave address and phone number.

By the way, I strongly believe that club cars are meant to be driven, hard and quickly. They have weaknesses but some will save your life. A car may have no practical value at all in 30 years when the oil runs out, least of all doing only 25 mpg. Therefore, I propose to carry on keeping my car living in A2 condition for me, not myself for the car and when it gets to 200,000 miles, may it look better than it does now! There is no reason why a very hard driven car e.g. Vitesse, should be in a poor condition expect neglect or accident (the 2nd of which is the only excuse if not one's own fault).

Vitesse MK11 which I use, when finished should have approx 140 BHP and tractability 950 RPM - 6,800. Competition gearbox and brakes and top speed around 130 MPH (Autobahn only of course!). I am working on producing a high ratio (351) 0/D conversion for it, so as to have 6 gears closely spaced to 26 - 27 MPH/1000 RPM. I wish to get 0 - 60 time of approx. 8 secs. as it now does 9 1/2. Therefore, at 130 mph I want 5,200 RPM. Their gear ratios are standard and work v. v. well to keep the car on cam for:

- 17 - 30 in 1st
- 35 - 60 in 2nd
- 48 - 90 in 3rd
- 60 - 105 in 4th
- 65 - 115 in 3rd 0/D
- 75 - 130 in 4th 0/D

(140)

I also wish to get economy to around 40 MPG @ 70 MPH, 45 MPG @ 30 MPH. Some hope for a 2 litre perhaps but tuned engines are more efficient.

As we all know, the transmission is the weakest link in our cars and I would like to try to help understand why they go wrong so frequently and to explain this in more scientific terms. The Vitesse, which is the most stressed of all, has a power output of 100 KW 25% of which is lost in the drive to the rear wheels. So far a Vitesse with 160 BHP - 120 arrives at the wheels for the sake of argument, suppose the diff.

UB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB

Metal Car Badge.....£3.00 + 0.30 p/p.

Licence Holder (old style reversible).....£0.30p + 10p p/p.

Licence Holder (New Style).....£0.30p + 10p p/p.

Rear Window Sticker (New Style).....£0.30p + 10p p/p.

Woven Badge (Triumph Sports Six Club).....£1.80p + 12p p/p

Key Fob (new style - Leather with Metal Badge) £0.70p + 12p p/p

T Shirts.....£4.00 + 50p p/p.

Sweatshirts.....£7.50 + 80p p/p.

Sports Coutell V neck with TSSC Badge....£10.50 +50p p/p.

Send Cheques or Postal Orders made payable to the Triumph Sports Six Club To: Chris Evans 24, Holland Park, Barton-under-Needwood, STAFFS. Tel.(028-371)2834.

Wafer Thin Brushed Aluminium Badges (same size as licence holders) similar finish to MK2 Vitesse Boot Plates. Ideal 'repeater' badge for the rear of the car. 25p each + SAE - marked 'DO NOT BEND'

A Leicester Area enterprise - for Leicester Area Funds.
To Trudi Squibbs, 24 Prince Rupert Avenue, Desborough, Kettering, Northants. Tel (0536) 761930.

Back issues of the Courier are obtainable from Maggie Maudsley at 50p each. Please enclose a large S.A.E.

ADVERTISING IN THE 'COURIER'

All advertising in the motoring sections of the Courier, is free of charge for club members. Non-members can advertise in the Courier for a donation, from £1.00 upwards. Advertisements must be written, not phoned, and to reach me by the 15th of each month to appear in the following months issue.

ALL magazine material must reach me by the 15th of the month to be included in the following months Courier.

BILL SUNDEP'LAND - EDITOR

Cont'd Letter from Gareth Thomas

loses 15%, the gearbox 5% and the O/D 5%, this means that at full power the diff. has to dissipate 20KW, the gearbox 7KW and the O/d 7KW. A further problem is that when charged from direct into O/D at full power the brake ring of the O/D has to dissipate another 7KW. If your car is being driven hard on the torque band, these kind of figures are going to be true of the transmission, that means it is like putting 7 electric fires in your gearbox and expecting it to keep cool! Fortunately driving a car is a pulsed power operation and therefore the transmission can be severely underrated. What all this leads me to say is if you drive your car hard and long, it is not a bad thing, as long as you realise that the oil in an O/D gearbox is doing rather too much. It is keeping the unit cool, lubricating, being pressurized to 500 psi to drive the clutch and the synchro rings. The gearbox is already too small and should have a larger oil reservoir and besides this becomes extremely hot +150°C for the brake ring, +85°C for the gearbox. Under these conditions, gear oil breaks down quite rapidly. Our gearboxes, especially O/D, have high shearing rate, therefore, I recommend doing the following:

1. Always use a very high quality gear oil EP905 (or thicker)
2. Change the oil every 15,000 miles or less
3. If you buy a low mileage car, change the oil in the diff. and gearbox because it will probably be useless
4. Avoid driving with a howling transmission

The reasons I say these are because the 2 litre cars have a habit otherwise of eating layshafts every 20,000 miles, the debris from the gearbox will then cause an O/D failure because of valve blocking, and this will burn out the clutch because a torsional fight can happen between the clutch and a bidirectional bearing in the rear, usually in reverse. Nothing is more saddening for a gearbox expert than to see case hardened laygear and mainshaft torn up and rendered scrap. A pile of mud-like material mixed with sintered copper looks equally sorry in an O/D.

Having said all this, a well behaving transmission is very satisfying and there is nothing like the feeling of driving flat out in 3rd gear from a corner and changing into O/D at 5,500 - 6,000 RPM because that it is what it is designed to do. Equally there is nothing quite like changing gear, flat out in mid corner to cause maximum cornering ability. The O/D can put the engine on cam perfectly. A final note - when the O/D clutch is wallowed into the brake ring, the force on it is approx. $\frac{1}{2}$ - $\frac{3}{4}$ ton. N.B. If there is sufficient demand, it is possible to market an O/D gearbox with a high ratio, 33% and variable rate. This will be an expensive conversion but gives 6 gears with a final drive of 26 mph/1,000 RPM. It dispenses with the problem of 3.27 diffs/acceleration as you use a 3.89 ratio which gives satisfactory performance and longer life. The gate is as follows:

R	1	3	5
			0/D
2	4	6	

gear 3	15/1000	
4	17/1000	= normal 3 O/D (norm. 4 dir)
5	21/1000	= normal 4 O/D
6	26/1000	

LETTER FROM ROGER RIXON, FAREHAM:

Can anyone recommend a firm in the Portsmouth/Fareham/Southampton area who can rebuild the O/D gearbox for my MKIII Spitfire? Preferably a firm who will give a guarantee on the work. As a matter of interest, I have just moved to Fareham from Bognor Regis and have already seen a number of 'our' cars with TSSC stickers; obviously members are thicker on the ground here, as I never saw any club stickers in Bognor during the last 2 - 3 years that I have been a members. Are there still any area meetings in the Southern Area? I must confess to never attending any from Bognor due to far too many local commitments (most of which I hope to have left behind in my move!). This is a situation that I now hope to remedy. Finally, I am breaking a MKIII Spitfire (Ereg.) as the body is pretty rotten. The chassis is, however, fairly sound. If anyone is interested, phone me for details of parts available. Fareham 238305.

LETTER FROM LES CURTIS, BIRMINGHAM:

Does anyone know the number of revs. per mile of the speedo cable when you fit a 3.63 diff. into a 1972 Spitfire into which I have fitted a MK1 GT6 engine and O/D box? I've fitted 175/13 Cinturatos on Cobra superslots. I've been given various numbers varying from 1040 (which is way out) to 1120 + 1150 - all by various speedo people. (I don't really believe 80 mph at 3000 rpm - I'd like to but I don't). I've had it recalibrated to 1040 by Thos Richfield who reckons that if you jack up one rear wheel and spin it 20 times and count the cable revs (12) you arrive at the right figure - but it didn't work. Any ideas anyone? I'm currently fitting wishbone rear suspension from MK111 GT6 to a MK1V Spitfire. If anyone else is contemplating such a move and would like to know what is involved, I'll be happy to inform them.

LETTER FROM GEOFF BELL, HANTS:

I joined in September 1977 and was apparently the 25th person to do so. At the time there were no other members in this area but in March of the following year, I received a letter from Will Headon asking me to attend a meeting at the Churchillian public house near Portsmouth. 8 people attended that meeting and since then we have had a meeting every month, plus a few others. I don't know how many different people have attended those meetings, somewhere between 50 - 100 but the interesting thing is that we normally have about 12 or less attend our meetings and as many as six can be from the original 8 who were at that first meeting. One member has not missed one! I know from the membership list that there are quite a few members in the South of England but most of them don't appear to attend any meetings. There seem to be enough members in the Brighton, Horsham, Eastbourne, Littlehampton area to form an area, but despite my suggestion in the Courier some months ago, nobody appears to have done so. The Stour & Avon area and Salisbury areas have got going but there must have been many members in those areas who had no meetings to attend for about 3 years. The question is what do members who do not participate in club events get out of it? The club has over 1,500 members and if every area gets 10 per meeting, it means that four fifths of the members never attend a meeting. As only about 12 do sprints and hillclimbs and probably less than 100 enter for the concours one can only assume that most people join for the spares and advice service that is available. £8 a year gives them 12 issues of the Courier at less than 70p per copy, much the same as any other motoring magazine, but this one is devoted to their cars and there is always someone to ring for free advice. Roger Collins and I have had quite a few such calls at Sunday teatime - a free service not available from garages at such a time.

Since I joined the club, I have attended a meeting most months, been on 4 club convoys to events, been on two treasure hunts, two club birthday parties, a STIR rally, the big convoy at Fosse Manor in 1978, a hillclimb at which members were competing. I have also helped to dismantle a car with fellow club members. All of them enjoyable events. I believe that those who don't attend such things are missing out on something worthwhile. Perhaps some members who don't take part in club activities will write to the Courier and give us their point of view. The Southern area held its 4th film show a few weeks ago and so few people attended that it ran at a loss. Do people in other areas find it difficult to get members to take part in club activities?

LETTER FROM S EARLE, GLOSSOP:

I have a Triumph Herald 1200, (1969), which has covered 94,000 miles. 2 months ago I decided to repair the gearbox which was difficult to engage. I decided to buy a reconditioned gearbox which I then fitted back into the car. After this, however, I found that the clutch pedal would not depress fully and after bleeding the system and checking that the slave cylinder was operating, I took the car to a local garage. When I collected the car from the garage, I was told that a new clutch had been fitted, but after this it was discovered that the flywheel could be moved back and forth approx $\frac{1}{4}$ ". This I was told was due to worn main bearings and the car would need a new engine. By this time and money had been spent on the car and I decided I was not going to spend any more. So, after reading your advertisement in Mays' edition of 'Motor Sport', I wondered if any of the TSSC members would be interested in my car. It has no MOT and is taxed until the end of May. The bodywork is in good condition and the gearbox carries a 6 months guarantee. I am prepared to sell the car for a very reasonable price. Contact: S Earle, 40 Victoria Street, Glossop, Derbys SK13 8HY.

LETTER FROM JOHN MANN, CHESTERFIELD:

As a new member, I'm not too well versed in the current parts situation within the club but as a long time owner of various Vitesse and supplier of Rover parts, I thought it logical to combine the two interests and start stocking new Triumph parts. I have carried out much detailed research into the Rover side and as a result, I now have at my disposal a lot of spares information applicable to all Triumphs eg. parts catalogues, BL price lists, BL service newsletters, part number supersession lists etc. As a starter I have in stock a selection of original literature including genuine Vitesse 2L/GT6 workshop manuals (not the Unipart version), various handbooks and parts catalogues, plus a number of mechanical and body items, including GT6 offside rear wings, all genuine BL. As I said at the beginning, I am a newcomer so this is more of an introduction than an advertisement but I intend to increase my Triumph stock steadily to provide a source of readily available, essential (and some not so essential) new spares. If anyone should be interested in any of the parts mentioned above, or indeed any Triumph parts, then my name is John Mann and I can be reached on Chesterfield 71036.

LETTER FROM IAN STACEY, CORNWALL:

I always look forward to the arrival of the Courier and the June edition was no exception, though this time it prompted me to comment immediately on one solitary statement - made believe it or not by my own area organiser, Richard Cunningham in his letter. Richard and I are well acquainted and I shall probably have a friendly word with him before he reads this to show that no malice is borne! He states that he and his wife bought a Herald due to the 'non-existent public transport' in Cornwall. I wish to remind him that this non-existent public transport system pays the wages of one at least members of his area, who in turn pays his club membership from those wages and subsequently bought an old Herald, the same as has already been written about in the 'Courier' and from which I produced a couple of bits and pieces for Richard.

From this you may have realised that I am bus driver with the National, and although the services offered are not as frequent as they used to be (the private car put paid to this), they are second to none in reliability and also provide a platform for me to get around the area and whilst doing so, observe TSSC cars parked by the roadside and whenever possible stick a leaflet on the windscreen - I have run out already of the red ones sent with the June issue - I am sure my passengers must wonder what this driver is doing when I occasionally pull up for no apparent reason, dash across the road and push a piece of paper under the wiper of a Spitfire, GT6 (these seem to be in evidence in this part of the world), Vitesse or Herald (never see any Equipes on the road). There are some really good examples of the others in this area and I am surprised that owners of such superb examples do not respond in numbers to our leaflets, perhaps the cars belong to visitors to our 'holiday' area and join the club in their own areas, quite a few have local registrations.

My own Herald 13/60, (which it seems is becoming rather well known amongst local beer wagon drivers, one ekpt flashing me and I had to wait until our last meeting to find out that one of our members now drives for the local brewery), is having a bit of a rest out of the rain in the garage as I have bought a motorcycle to take to and from the Truro bus depot - a gallon a week instead of a gallon a day in the car! I don't mind getting a little wet if it will keep the mileage off the car and help in its preservation.

I have, I think, started a topic which has been widely written about in recent Couriers that being the subject of the ruin of the rear plastic hood windows and as far as I am concerned it has been of great interest and I am sure we have all learned a lot from what members have said - the answer in my case came from the member who suggested the trouble was caused by a combined effect of condensation, raindrops, sunshine and light. The plastic has been literally burned by the sun's light using the water droplets as small lenses and burning the plastic. I am sure of this, in my case, because the burned patterns are where large drops on the outside appear and small mist type drops appear on the inside, especially at the bottom where the plastic has been damp. This dampness comes from the cotton backing to the PVC hood. It's interesting that the original works hood did not have this cotton backing just plain PVC and when I replace the hood, it will have to be of the plain type, the problem never arose in the 7 years use of the original hood, but then it was kept in a garage most of the time and not left out all day in the elements as it is now whilst I am a work, but never the less the plain PVC hood must be the better prospect as it dries out so much quicker.

cont'd letter from Ian Stacey

I started it all with my queries - maybe that's the end of it but probably not - anyway I will say no more about it except thanks to you all. I still have plenty of Herald 1200 parts including complete engine in good condition for £20 - Tel: St Austell 2629 if interested.

Thanks to Chris Longhurst the Herald Register Secretary for his excellent, easy to read articles - I look forward to the promised bit on the replacement of the top steering column bush that should be a good one for many of us - move your wheel up and down at 90° to the column and see! I wonder if Chris is a Saints supporter - I used to be when I lived at Southampton.

(You are right in assuming Chris Squibbs is Membership Secretary, Jonty Wild's name as suspected is only appearing on the forms for the purpose of the competition. Chris and Trudi are already unpopular with the postman!)

SPARES LEAD FROM BRIAN SELLERS:

A local garage, once a Triumph main dealer has in recent years reverted to LADA agency. They have however a considerable amount of 'smaller' spares for the Triumph range. I have had a look in their spares department and they have a lot of bits one presumes they would want to sell. They had a mention in Practical Classics but another mention would do no harm. They are:

CANTS LANE GARAGE LTD
CANTS LANE
BURGESS HILL
SUSSEX

Tel: Burgess Hill 2037

They are very helpful and only time (or the lack of it), prevents them preparing a complete parts list. Hope this is of interest.

LETTER FROM CHRIS STABLER, DONCASTER:

Remember the missfire and power loss, etc.? Well, I would like to thank all the Club Members who offered advice and suggestions, but it turned out to be the worst possible cause. When I removed the head, I found a crack the size of the Grand Canyon between the inlet and exhaust valve seats on number one cylinder. I was quoted a total of £60 plus for welding the machining, I f I signed a disclaimer in case it fell apart! I managed to obtain a head from a scrap Mark II Triumph 200 which appeared to be identical, even down to the number stamped on the top/front. I had all the seats recut and valves refaced and fitted new double valve springs and it now appears to be back to full performance. This does seem to be a very common fault from information I have received, so it is worth knowing that these heads are interchangeable.

Herald Habitat

Repairs and service for all Club cars.

New and used spares stocked.

Three months guarantee on all spares and repairs.

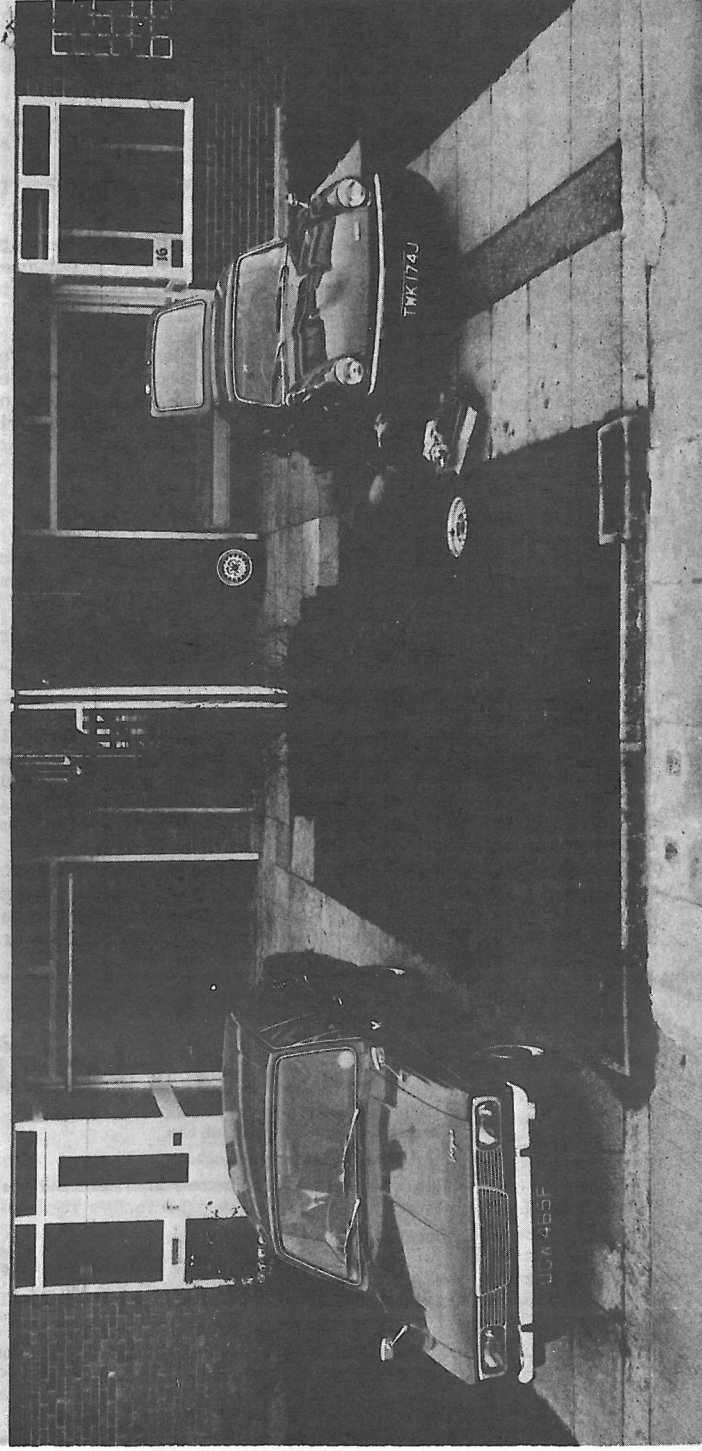
Always a selection of Club cars for sale.

All cars carry 12 months M.O.T., 3 months or three thousand miles guarantee and are fully serviced (6,000 m.)

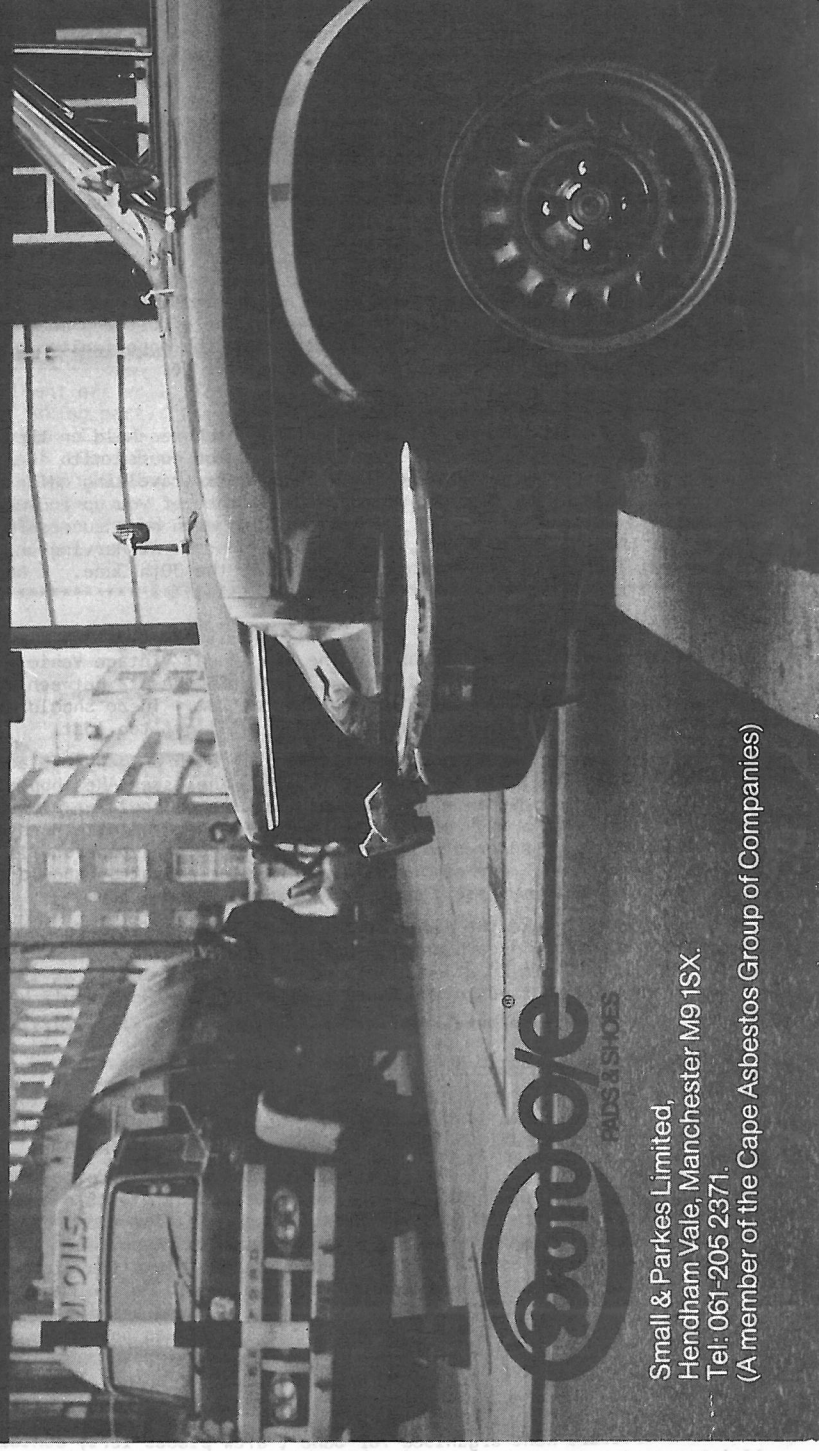
CHURCHILL GARAGE, 80 HIGH STREET, YELVERTOFT, NORTHANTS.

Telephone: CRICK 823880

There are two
kinds of motorist...



Which kind of motorist
are you?



Small & Parkes Limited,
Hendham Vale, Manchester M9 1SX.
Tel: 061-205 2371.

(A member of the Cape Asbestos Group of Companies)

Nationwide

ESSEX AREA NEWS, DAVID COOK REPORTS:

I've just seen the letter from Andr w Moore of Chingford in the June Courier and I can only repeat my invitation back in March to all East London members, to come along to the Essex Area meetings.

Many members regularly travel considerable distances from Kent, Herts, even Norfolk as well as from the far-flung Essex outposts to attend our meetings so I'm sure the journey from the London borders can't represent an insuperable obstacle. Just get onto the A12, points the car East and you'll soon get to us. Assex Area meetings are very cosmopolitan these days and you're just as welcome whether you've come from Bow or Brightlingsea, or Mars for that matter.

Why not give it a try, Andrew, and bring all those other GT6 owners along with you? Meetings are the 2nd Sunday of each month at the Durke's Head, Little Burstead starting at 12 noon. I think you'll find it well worth the effort and much more fun than trying to start your own area. You'll also have the opportunity to give the engine a clear out down the A127; we'll be listening out for you!

WORCESTERSHIRE AREA NEWS, T BROTHERTON REPORTS:

I am reporting on the very first area meeting which was held on the 26th May, it was very well attended with six club cars turning up of course with their most important owners. For a very enjoyable evening with members travelling quite a long distance to attend. With a bit of luck, we hope to see more of you up and coming Worcestershire area members turning up to make the next meeting even more successful than the last. It will be held at the same pub, the Coach and Horses at Harvington, Nr. Evesham, Worcs. on the last Tuesday of the month, which will be the 30th June. I hope to see you there.

ESSEX AREA EVENT:

The Essex Area will be taking part in the 4th Annual Vintage Vehicle Gathering to be held in Church Road, Hatfield Peverel (just off the A12 between Chelmsford and Colchester), on Sunday, August 9th, starting at 2pm. There should be plenty of signs up marked 'rally' on the day so hopefully nobody will get too lost.

This event is run by the Witham Historic Vehicle Club and, by all accounts, is a well organised affair, suitable for all the family. The Essex Area hopes to enter between 3 and 6 cars for the event in the name of the Club so could we please have a good turnout for the Area's July meeting at the Duke's Head, Little Burstead (12/7/81) where the cars to be entered will be chosen. Successful owners will be receiving trophy awards. Please note: any member wishing to enter privately should contact J Goodman, 2 Chippingdell, Witham, Essex; tel: 0376 516918 after 6.30pm.

The gathering will take the place of the usual local meeting for August and will also incorporate the Essex Area picnic so bring your hampers along. We shall be meeting first at the Sportsmans Arms PH at Nounsley, near Hatfield Peverel, at 12 noon on the day of the event, so don't go to the usual meeting place, there won't be anyone there!

YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

Your usual scribe here reporting on the May events but first, following on from a comment made by Derek in last months' Courier about breeding Spitfires in the pub car park - not the word I would use Derek, but I take your point.

Anyway, getting back to the May 'meet' which took place at Bolton Abbey on the 24th, well some of us decided to start on Friday the 22nd at a little campsite in the Dales, not a million miles from where they brew Theakston's (for those of you south of Sheffield, Theakston's is a popular little brew which when taken in the correct dosage induces giddiness, slurring of speech and violent flatulence) but I digress. After spending a few days under canvas we travelled to Bolton Abbey in an effort to meet up with John and the rest of the crew (can you beleive John actually washed his car all way to Bolton Abbey), unfortunately, it was not to be, whilst half of us walked up stream, a trek which would have made Livingstone breathless, the other half trotted down-stream, with the result that we met rather late in the day, had a chat, took some photo's, played 'spot the mud splash on John's car and went our separate ways. On Wednesday it was the monthly pub meeting and again, a good turnout. We have a treasure hunt organised for June (afew places left, contact John Genders if interested and a whole host of other things. contact John for details.

Area News Cont'd

NEW AREA *****

THE RIBBLE AREA, CHRIS GARDNER REPORTS:

The Blue Anchor Hotel, Esprick, Nr. Kirkham, Lancs. 200 yards from M55 on A585 Preston to Fleetwood Road. Blue Anchor is 200yds from the motorway in the Fleetwood direction. Approx 8pm, Monday 13th July. Further info. contact Chris on Preston (0772) 54469 after 7pm.

NEW AREA - DAVE JOHNSON REPORTS: *****

If there are any W Staffs members reading this - please note that there will be a meeting at the Three Crowns at Stone on Thursday, 9th July. Please come. All memorabillian will be there courtesy of Chris Evans. We know you are out there, SHOW YOURSELVES.

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

Our camping weekend went off well, although I would have liked to see a few more from the Cambridge area taking part. Thanks to those who did turn up and also, all those from the Norfolk area. I hope now that you have all met, someone will sort out a meeting place for you. Good luck Norwich Area! Hope to meet you again soon. As you will see from the paper clipping, too much press cover of these events in not always good, especially when the press get it wrong. By the time you read this, I hope most of you have got your Anglia Area Bar-B-Q tickets, and be heading Cambridge way, on the 18th July.

Triumph-ant gathering?

ANYONE with a thing about old Triumphs is in for a whale of a time this weekend when the Triumph Sports Six Club hold an autojumble, auto tests and barbecue at Haveringland Hall Caravan Park, Cawston, tomorrow and Sunday.

The club caters for Heralds, Vitesse, Spitfires, Bonds, GT6s, Amphicars and Courier vans, and all are welcome, whether members of the club or not. The venue is signposted off the Norwich-Cromer road.

ANGLIA AREA

GOES

NATIONAL

CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

An average turnout was experienced for the May meeting - 9 persons (6 members + 1 prospective member) (? - Dave). Many of the non-attending members were put to shame by Keith who made a round trip of 60+ miles from Newlyn (that's near Penzance for all of you up-country readers), to our meeting place at Sticker. To encourage members from the Far West (and not so far West), thy July meeting will be held at the Fox & Hounds, Comford (on the A393 Redruth/Flamouth road, excellent beer, good food, large carpark), at 8.00pm on Friday 31st, July. If this meeting place is well reviewed I intend to hold meetings there on alternate months with our usual meeting place (the Hewas Inn, Sticker. - next meeting there on Friday 28th August at 8.00pm). So all you further West members please come along and convince us that there is a demand for a meeting in this part of the country, or even further West!

The May meeting produced an excellent effort by Jim, who managed to get his hands on some brand new bankrupt parts all going in a job lot for £60. Unfortunately, the response from local members was non-existent - do the local members want an Area Spares collection? Jim and I believe that we should have one and, but for the fact that we could not afford to pay the £60 between us, we would have certainly started a spares collection off. As a result, these excellent spares have now disappeared from our group. Would the local members please make known their feelings to me regarding spares, so that splendid efforts such as Jim's will not be wasted in the future.

Cornwall Area News cont'd

Finally, belated best wishes to Dave and Laura on their engagement - we may not be able to match the Devon Area, but an engagement is a start!

DEVON AREA NEWS, STAN WALTERS REPORTS:

We met on May 31st at the Dartmouth Inn, Totnes, where we had a very good turnout. In fact the best turnout since I took over this post. With 19 people and 11 cars, it shows our area is picking up since we moved from Plymouth but still our Exeter members continue to stay away.

It was nice to see two members from Stour & Avon, who happened to be camping nearby and decided to make a visit. Let's hope for more of this sort of thing in the holiday season. We all had a good natter about various things including, kit cars, CB's and my recent compulsory engine rebuild.

There was also a mention of an increase in annual subscriptions, members then quoted various other clubs whose annual fees are only £3 or £4, but it must be said most of these have only a quarterly magazine. If it means paying a little more and keeping a monthly Courier, I'm all for it.

There was a discussion about a particular kit-car called the Marlin and whether or not it could join the club. The chassis are built by Marlin Engineering of Plymouth but it uses all Triumph running gear. Can anyone clear this up? (The car must have a Triumph Herald Chassis or derivative of it - Dave).

We are also pleased to welcome a member from Torquay who has just joined with a Spartan, powered by a SAH stage 2 tuned MK1 2 litre. We are all looking forward to seeing him. Finally, we planned a few events for the coming months.

Sun. 21st June - Custom Car Show at Plymouth Aerodrome

Sun. 28th June - Treasure Hunt with Cornwall Area

Sun. 26th July - Custom Car Festival at Newton Abbot Racecourse, including Hot Road and Stunts etc. and then on to Totnes for our July meeting.

HANTS & SURREY AREA NEWS, PAUL WATERKEYN REPORTS:

The May meeting was our best to date, with over a dozen people turning up, including Dave Bayliss. Many thanks Dave, for making the trip down and for all your advice AND the round of drinks. We hope to make a trip up to your area in the next month or so, and repay your generosity.

Gordon Purdue is going to the States later in the year and proposing to visit some of our Transatlantic members. He's treasured to take some photos of our club cars at the next meeting, so I advise you all to get busy with the polish.

By the way, Gordon, where's that photograph of your Vitesse, supporting the front wall of a house, that you keep promising to send to the Courier?

Now that summer (?) is with us, we're thinking about a second meeting every month, which will be a lunchtime do, probably on the last Sunday of the month. We've yet to decide a definite venue, so anyone with any ideas, give me a call.

Next weekday meetings?

Wed July 8th

Wed Aug 12th

Wed Sept 9th

The One Oak 8.30

HERTS AREA NEWS, ANDY FFOULKES REPORTS:

We have just finalised the details for our Summer event. This will be a Buffet/Bar-B-Q to be held in a restaurant (or outside if the weather is good), on the 15th August. The location is the Brocket Arms, Ayot St Lawrence, (turn off the A1M northbound at the Welwyn Junction.). The pub and restaurant is just up the road from Shaw's Corner. We will be meeting at the Brocket Arms between 12 noon to 2.00pm for drinks and then we shall go off in convoy to Luton Hoo to wander around the house and gardens. The Buffet/Bar-B-Q will start back at the restaurant at 7.30pm where there will be plenty of good food, music and bar extension to 11.30pm. The price for the meal and entertainment is £5.50 per head, which may seem expensive to those who don't often eat in restaurants, but we shall certainly make it worthwhile. Tickets are available only in advance and must be requested by the end of July, with money and SAE, from Sharon Hurst, 9 Clifton Road, Finchley, London N3. We hope to see you there.

Cont'd Herts Area News:

You will have noticed that we have quite a few spares for sale from last month's issue. Everything was not listed due to space, so give us a ring for further info. Our Herald Estate is also available to anyone needing it to move large items.

Club nights are the last Wednesday of the month at the Woodman, Warmley West End. The turnouts are still good but there is plenty of room for those who haven't met us yet. We're quite friendly really!

NORTH WALES AREA NEWS, MIKE STEWART REPORTS:

The 3rd meeting of the year was held at the Fox and Grapes Hotel, Hawarden, Deeside, Nr Chester on the 8th June. Well, what can I say, Jubilation, 20 members actually turned up. As we packed into that small room I was becoming slightly embarrassed. What would we all find to talk about. I need not have worried, there was a girl in the spray in satin pants for a start, she caused quite a stir. Then there was this guy, with a TURBO CHARGED HERALD, ELECTRIC WINDOWS, having trouble with his trunnions he said? There was a great variety of Herald and GT6 models together with a particularly immaculate Vitesse plus my own immaculate RUST MIMOSA (new Leyland colour) GT6. Special thanks to Ted for his high pressure sales technique, i.e. making people join the club before buying their cars.

Next venue: Tuesday 14th July, Stamford Bridge Inn, 8 - 9.00pm. Leaving Chester on the A51 betwixt Chester and Tarvin. 100 yards off the road on left. Past Vicars Cross Golf Club. M56 users peel off at Helsby, then make your way to the A51.

OXFORD AREA NEWS, JOHN CUDMORE REPORTS:

A very wet drive to the TR Register Sprint at Goodwood to watch John Griffiths, Andy Jones and Paul Lucas perform, luckily turned into a dry day for the actual racing. How well John went - he gained 6th fastest overall to surprise many a noisy TR. (According to my records, John was 7th fastest overall. Never-the-less, very well done John - Dave.) My guess that with a different final drive ratio suited to the flat conditions instead of his hill climb ratio, he would have been among the leaders. Andy Jones has his first taste with a Vitesse MK1 2 litre convertible and will learn from the experience. Paul Lucas, with a newly acquired Spitfire with 1147 "Le Mans" engine was not outclassed and looked dramatic. All three will appear at Harewood and Gurston later in the year. They are trying to get me to "have a go", and I may succumb! (You'd better John, I've worked out a handicap for you).

Our May meeting was the usual well attended affair at the Grapes Uarnton, highlighted by Tony and Janet Newman with Clive, our youngest recruit and first club outing for Roger Powell's Spartan. What a super job you have made Roger. None of these kit-cars are easy to build well and it's a credit to you. Roger is Specials Register Secretary and you will all have seen the results of his efforts at Donington. Well worth seeing.

Monthly meetings at The Grapes, Yarnton, Oxford, (on A34 just North of the City), from 7.30 pm on the 2nd Wednesday of each month. We have our usual stand at Coleshill, near Amersham, Steam Rally on 4th/5th July, run by Steve Little. Please assist if you can, to help man the stand for an hour or two. It's a good family day out with a good selection of stands and displays. See you there.

practical CLASSICS

THE DO-IT-YOURSELF MAGAZINE FOR THE OLDER-CAR OWNER AND ENTHUSIAST

REGULAR CHALLENGING COMPETITIONS FOR EXCITING PRIZES

The ONLY do-it-yourself magazine for the older-car owner and enthusiast

Have you tried it yet?

EVERY ISSUE packed with step-by-step illustrated features on repair, restoration, maintenance - component overhauls, hints and tips

MONTHLY spares news with 'Going Spare'. A unique section to keep you up to date with the spare parts scene

MONTHLY Ten Page Price Guide: A unique guide to over 500 cars - prices, performance, running costs, and spares availability

'Practical Classics' - it's unique! Available from your newsagent at 60p

STOUR & AVON AREA NEWS, STEVE ELLIS REPORTS:

May's noggin and natter produced another good turnout of cars and drivers and turned into quite a useful meeting. Neil Williamson was elected events secretary for the area and began his term of office with the arrangements for another Treasure Hunt on June 28th. This event, the possibility of attending the hillclimb at Gurston Down and of course the concours formed the theme for most of that evenings discussion.

We also held an extra meeting during May on the 31st at the Cat and Fiddle, Hinton Admiral. We intend to make the last Sunday in the month a regular lunchtime meeting, at least during what is laughingly known as Summer! Please note that from June onwards, this second meeting of the months will be held at the Horton Inn on the B3078 approx. 5 miles North of Wimborne Minster. The map reference is SU 017087. To recap then, Stour & Avon Area meetings are:-

1. Second Tuesday of the month 8.00pm at the Whincroft Hotel, Ferndown, about 1/2 mile West of Tricketts Cross on the A31.
2. Last Sunday of the month Lunchtime at the Horton Inn, 5 miles North of Wimborne Minster on the B3078.

SWINDON AREA NEWS, PETE BOYCE REPORTS:

We were very pleased to see three members from the Stour & Avon Area at our May meeting and we stood around their two Spitfires while the wind froze our first drinks in the glasses. Inside the pub, discussion ranged from local events to how to stick a rear spring rubber buffer back onto its bolt in a Vitesse wheel arch.

The Science Museum is holding an open day at Wroughton Airfield on Sunday 13th September and we hope to run an information stand there; anyone who can help (free entrance tickets for those who do) please let me know at a meeting or by phone.

Meetings are held on the third Tuesday of the month at the Calley Arms, Hodson, Nr. Swindon at 8.30pm, July 21st. August 18th. Phone me on Swindon 22768 for hints on exploring North Wiltshire.

THAMES AREA NEWS, ANNON REPORTS:

We meet at the Bell, Hampton, Middlesex on the first and third Thursdays of the month. The pub is situated about 2 miles from junction 1 on the M3 and about 1/2 mile from Hampton Court, on the A308.

Congratulations to Chris and Hilary Owen (nee Lock) on their recent wedding. Pity about the Midget on Honeymoon! Next up for the marriage stakes is Mike Long. He marries Janette Whitelaw on Saturday 13th June. Keeping up our tradition of a wedding per month, congratulations and best wishes to Marke and Jane for July 11th.

TRIUMPH WAREHOUSE

45, PROSPECT HILL, REDDITCH, WORCS.
Tel: Redditch (0527) 63555

CLEARANCE:

GT6 Front Valances (Corners)
Coil Spring-Damper Units
Discs, Hubs and Brake Pads
Suspension Spares
Headrests And Exhausts

SPITFIRE

Works style Hardtops
Hoods, Tonneau Covers
Repair Panels and Suspension Spares.

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

WE ARE NEVER KNOWINGLY UNDERSOLD

QUALITY FOR QUALITY

Car Mart

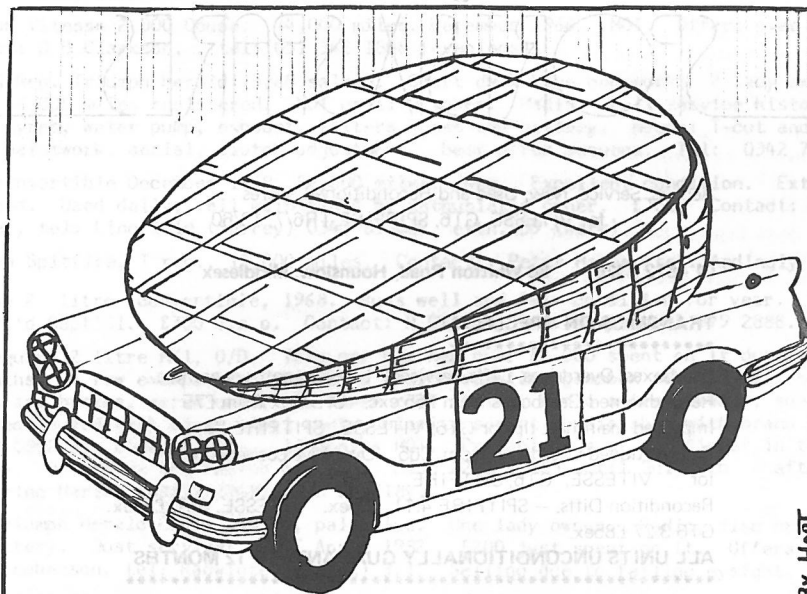
WEST MIDLAND AREA NEWS - TONY & JANIS SPICER REPORT:

Please note that the Coventry meetings of the W. Midlands area are now to be held at The Herald pub - as shown of the list below. If you require a map or directions, please do not hesitate to contact us. If in writing, please enclose an SAE.

Tues 14th July	The Herald, Coventry
Mon 10th August	The Old Gate, Heathton, Nr. Dudley
Tues 14th September	The Bulls Head Inn, Shenstone, Staffs
Tues 13th October	The Herald, Coventry
Mon 9th November	The Old Gate, Heathton, Nr. Dudley
Mon 14th December	The Bulls Head Inn, Shenstone, Staffs

ALES AND TALES

All Area Organisers please note, DO NOT send any contributions for the September issue of the Courier to me, Dave Bayliss, as I will be on holiday when the deadline passes. Instead, send anything for Nationwide, direct to The Courier Editor to arrive by the 15th of August.



JOHN GRIFFITH'S NEW AREODYNAMIC
SPOILER FOR HILL CLIMBING

OUR NEW CARTOONIST A. HART

GEARBOX MODIFICATION :

As a gearbox reconditioner, I have been confronted, for some time with the apparent weakness of the mainshaft tip in the Vitesse/GT6 and Spitfire IV gearbox. Mainshaft tip failure manifests in the standard whine and noise in 1st, 2nd and 3rd which disappears in 4th. With regard to the Vitesse/GT6 gearbox, the mainshaft tip is totally inadequate for the power output of the engine.

Various methods of rectifying have come to light, such as metal spray chrome plating, welding, bronze brushing, all of which are unsatisfactory. I decided to investigate the possibilities of reconditioning both worn mainshaft and first motion shaft and improving this weak area. I can now offer a mainshaft with a considerably larger tip of hardened steel and a larger case bearing to fit inside the first motion shaft after suitable machining. This larger bearing conversion makes a considerable contribution to lengthening the life of the gearbox.

I am currently working on a modification using an even larger tip on the lines of the late Dolomite/TR7 type with an open roller cage. If anyone has gearbox or diff. problems, I will be very happy to advise about remedies and possible improvements. I may be reached during the day on 01 572 8320 - ask for Tony Dean. My shop Sports Six Spares at 80 Whitton Road, Hounslow, Middx is 95% open 7 days.

TONY DEAN

SPORT SIX SPARES

Repairs, Service, New, Used and Reconditioned Spares
for VITESSE, GT6, SPITFIRE TR6/7, 13/60

01 - 572 8320 80 Whitton Road, Hounslow, Middlesex

TRANSMISSION SPECIALIST

Gearboxes, Overdrives, Diffs. serviced; twelve months guarantee.

Reconditioned Gearboxes from £65 exc. O/B Box from £75

Improved mainshaft tip for GT6, VITESSE, SPITFIRE IV

Reconditioned Overdrives from £65 Overdrive conversion

for VITESSE, GT6, SPITFIRE...

Recondition Diffs. - SPITFIRE 4.11 £55 exc. VITESSE, GT6 £75 exc.

GT6 3.27 £85 exc.

ALL UNITS UNCONDITIONALLY GUARANTEED 12 MONTHS

SUSPENSION MODS

MkII suspension conversion for GT6 MkI and late MkIII, SPITFIRE IV/V,

MkI VITESSE

Telescopic shocker conversion kits for MkII VITESSE

Car Mart

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

1969 Vitesse convertible, valencia blue, 2.5 engine (carbs), O/D gearbox, SAH roll bar. 5½J Dunlop wheels.

ALSO

1968 Vitesse Saloon, cherry/gold, 2.0 SAH stage II engine (14,000 miles), webers etc. 110 bhp at wheels. O/D gearbox, 3.27 diff, sun-roof, 5½J Cosmics, SAH Tite-a-Turn.

Both stored 18 months. Promotion forces sale due to lack of time. Sensible offers to Martin Hadfield, tel: Mansfield 649102.

Triumph Vitesse convertible, 1970. 68,000 miles, long MOT, O/D, XZX Radials, Radio/cassette, tonneau, Ziebart from new. A small amount of work could make immaculate. Present owner 4 years. Must go to a good home. Consider PX against newer GT6 with cash adjustment. Price £800 o.n.o. Tel: Reading 744829, Contact: Tim.

Good home wanted for Spit. MK111. Overseas posting forces sale of old friend. J reg. late '70, red soft/hard top. 68,000 mi. 5 months road tax, 9 months MOT. Mechanically sound, though floor requires welding - hence £300 o.n.o. Contact: L Dunn, Hobby Lodge, Higher Clovelly, Bideford, North Devon, tel: Clovelly 343.

GT6 MK111 December 1972, white, taxed to end of August, MOT March 1982, new dampers, recent SAH exhaust, trunnions, front suspension rubbers, steering rack, UJ's, sills and more. SAH front springs, burglar alarm, radio/cassette, undersealed, waxoiled. Reluctant sale - company car and impending move forces sale. £1,250 o.n.o. Contact: Adrian Smith, Tel: Needham Market (0449) 721492.

Triumph Vitesse 2,000 Coupe. 44,000 miles, December 1966. MOT. Offers over £400. Contact: D B Clarkson, , tel: 051 342 1808 (evenings).

1969 G Reg. Triumph Herald 13/60 saloon. Smart dark blue bodywork. 2 lady owners since new. 66,000 miles registered. MOT until October. Radio. Full service history. 2 new tyres, water pump, exhaust, filters hoses and battery. Needs: T-cut and minor paintwork, aerial, clutch adjustment. Best offer secures. Tel: 0342 714259.

Bond convertible December 1969, 82,000 miles. Red. Excellent condition. Extras and new hood. Used daily, well maintained by enthusiastic owner. £700. Contact: Nick Skinner, tel: Lingfield (Surrey) 0342 833022, extn. 39 (work).

Triumph Spitfire, T reg., 12,000 miles. Contact: Peter Hayes, tel: Ardingly 892518.

Vitesse 2 litre convertible, 1968. Runs well and fair condition for year. Taxed and MOT'd Sept '81. £300 o.n.o. Contact: H Cutter, tel: Hampton 01 979 2888.

Bond equipe 2 litre MK1, O/D. This car has had over £1,000 spent on it during the last 12 months. A few examples of this are: Engine rebuild, gearbox rebuild, all new shocks and brakes, servo unit, new inner roof lining, radio stereo, towbar, sunroof. Finished in red with black vinyl roof, dolomite sprint wheels shod with brand new 175/70 G800's. Locking nuts. 11 months MOT. Probably one of the finest in the country. Offers in the region of £675. Ring 0203 61283 until July 8th - after this date, ring Harlow (0279) 39697, Ian Bradley.

1962 Triumph Herald Coupe 1147cc, pale blue. One lady owner. Radio, disc brakes, new battery. Just serviced. MOT April 1982. £200 just spent on it. Offers to Mrs. Stephenson, tel: Radwinter (Essex) 371. Selling due to failing eyesight.

MK11 (1969) GT6, MOT expires 18.2.82. Taxed until December. A well cared for car with O/D, Allicat Wheels, (4 new tyres), sunroof and rear seat. Have recently fitted recon. diff., gearbox, cylinder head and water pump and renewed rear trunnions, JU's doughnut and also overhauled the clutch system (including a new clutch plate). The car has also had a rebuilt front suspension, Spax shockers and new brake pads and shoes all round. Excellent condition inside and out, £1,050, spare engine inc. Reluctant sale, but mortgage and marriage commitments enforce it. Contact: Marcus, tel: Banbury 811328.

Vitesse 2 litre 1967, 95,000 miles, O/D gearbox, fitted new water pump and exhaust. Bodywork poor. In store 15 months pending restoration, no time available so reluctantly selling for restoration or spares. New front valence available. Offers to Mr Pointon, tel: Sandbach (Cheshire) 60331.

GT6 MK11, Valencia Blue, wire wheels with 4 new adaptors, body totally rebuilt 1978/9 with 4 wings, rear inner wings, sills and boot floor replaced. All suspension, brakes and steering rebuilt 1980. Very good condition throughout, full MOT, taxed till 31/9/81. Offered at realistic price of £700. Contact: N Holmes, tel: Dipton (0207) 570251.

CARS WANTED ::: CARS WANTED ::: CARS WANTED ::: CARS WANTED ::: CARS WANTED :::

Spitfire 1500, hardtop and O/D, low mileage, excellent condition. Possible PT. EX with Vauxhall Chevette L Hatchback, 5 reg., 26,000 miles - immaculate. Contact: B Steel, Flat 2A/459 Crookesmoor Road, Sheffield S10 1BD.

Spitfire late MK11 or MK 1V in good condition, hardtop preferred. Vitesse convertible - must have good chassis. Contact: Alan, tel: Malvern (06845) 5522.

Wanted: Triumph Vitesse 1600 convertible in good condition. Please telephone (0386) Evesham 6547, T Brotherton.

Bond 2 litre MK11 coupe. Late. Low mileage. Must be in good condition and well looked after throughout with O/D and preferably sunroof. Contact: Nick Skinner, Lingfield (Surrey) 0342 833022 extn. 39 (work).

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

One standpart folding, complete sunroof, suitable for Herald or Vitesse. Black. Excellent condition. Offers please. Contact Jon Bell, tel: Hull 224091 (office) or 76019 (home).

GT6 MK11 bonnet complete with all trim, lights and bumper. Rubbed down to spray. Exceptional condition, no usual rust areas. Also steering wheel and rear luggage shelf for same. £55 complete or will separate. Contact: A M Cameron, Tel: Warwick (0926) 497891 after 7pm.

MK11 Spitfire hood on frame complete. Quite good condition £35. 3.89 Ratio diff. condition not known - it came off 1968 GT6 - I've not run it as I used the engine and gearbox in my Spit. £15 o.n.o. Contact: Les Curtis. B'ham (021) 429 1824 after 9pm or Sat. morning up to 11am.

Towbar for Bond Equipe GT4S bonnet for Bond Equipe GT (single headlight). Other parts for GT4S (boot lid, chrome etc.) Offers please to Mr Plant, tel: Malmesbury (Wilts) 2898 (home), or Malmesbury 2861 (work).

MK11 Spitfire for breaking. All parts ready for despatch. Contact: A Littler Tel: Knutsford (Cheshire) 3961.

Tonneau (£20) and well cover (£7) for Herald. Unmarked. Price includes postage. Contact: Nick Skinner, tel: Lingfield 833022 Ext. 39 (working hours).

Five 5½J x 13" Dunlop steel wheels, used on GT6, fitted with Firestone H51 175/70 steel Radials in good condition £75. Contact: Adrian Smith, tel: Needham Market 90449) 721492.

Vitesse MK1 Spares. All bodywork and interior in good condition. Rebuilt gearbox and propshaft £25. Engine £35. Rear Suspension £15 plus many other parts. Also some Herald parts. Contact J Kneen, tel: Bigbury 202 or Merstham 4185.

13/60 Herald secondhand parts. Kenlow fan £10, 4 wheel spacers (2½" Xtra track), £10. Fan, ign. coil, r/o rider and lens £1 each. New parts: 2 engine mounts, 2 U'j8s, 4 rear brake shoes, £1 each. Rear hub/stub assy. £2, front wheel bearing kit, £2. Plus Amstrad Ch30 power booster £5 and for the hell of it, Fiat dual controls, £25. Contact V Stone, 01 845 2543.

Instrument panel, fully enclosed type with 30-0-30 ammeter and vacuum gauge - unused, also leather Triumph gear knob £5 inclusive postage. ALSO Economiser fuel regulator unused £4.50. Both offers for £8. Contact: B Steel, 2A/459 Crookesmoor Road, Sheffield S10 1BD.

Spitfire MK11 engine for sale, complete rebuild 7,500 miles ago, inc. new pistons, oil pump etc. Crankshaft, pistons, flywheel lightened and balanced, head gas flowed. £95. Contact: Tony Bailey 01 368 0727.

SPITFIRES (UK)

90, EVINGTON ROAD, LEICESTER

TEL: (0533) 513338

REPAIRS *** SERVICING**

STREET TO GO NOT ALUMINUM BODYWORK *** STRAIGHT 1975 TO 1981**

DEVIRIA 1 IN COMPREHENSIVE PARTS AND ACCESSORIES DEPT. 1975 TO 1981

SPARES : REPAIRS : RESTORATIONS

CONVERTER : SPARES : REPAIRS : RESTORATIONS

SPITFIRES : SPARES : REPAIRS : RESTORATIONS

SPITFIRES (UK)

Having been building a Spartan +2 for some time, I now have a selection of spares for various different Triumph models which I wish to dispose of, as follows: Gearbox with O/D, for 2000 saloon, believed to be MK1, which can be made to fit a Vitesse or GT6 by changing the engine backplate for £30 or offers. Vitesse dynamo £?. Vitesse MK11 rear lever arm shock absorbers, uprated, complete with connecting levers (new), £15 the pair. Spitfire MK11 front vertical links, complete with trunnions discs, calipers and hubs etc., for £10 the pair. Contact John Wooldridge, tel: 01 467 8981.

FOR SALE Herald 13/60 F Registration, 94,000 miles; bodywork good, bonnet needs attention. Black. Phone Great Oakley 743873 with offers.

WANTED. Good running VITESSE or HERALD. £250 / £300. Phone Great Oakley 743873.

PARTS WANTED ::: PARTS WANTED ::: PARTS WANTED ::: PARTS WANTED ::: PARTS WANTED :::

SAH decambered rear spring for Bond Equipe GT6S. Bonnet for GT4S and good pair of doors for the same. Contact Phil Plant, tel: Malmesbury 2898 (home) or 2861 (work).

2 GT6 MK11 doors complete with Sundym glass with or without quarterlights (I have them). GT6 radiator, GT6 gearbox carpet. Contact: Les Curtis, tel: B'ham 021 429 1824.

Hardtop to fit Spitfire MK1V. Either steel or fibreglass. Any colour in reasonable condition. Contact: R Cottle, 9 Station Terrace, Heather, Leicestershire.

13" Sports steering wheel with boss for Vitesse type column. Contact: John Wooldridge, Tel: 01467 8981.

For MK11 Vitesse, wire wheels and adaptors, O/D propshaft, radiator, hood etc. Contact: Fred Crampton, 23 Carrickfergus Road, Larne, Co. Antrim, N. Ireland, tel: Larne 77573.

Non mechanical, new member wants O/D gearbox for Vitesse 2 litre MK11 in good condition, with prop., solenoid, switch, instructions etc. Contact: Mr St John, Tel: (Devon area) 03954 2621 anytime.

SPITFIRES (U.K.)

SPITFIRES : GT6's : VITESSES : HERALDS :
SPARES : REPAIRS : RESTORATIONS :

COMPREHENSIVE PARTS AND ACCESSORIES DEPT.

*** BODYSHOP ***

REPAIRS ***** SERVICING

90, EVINGTON ROAD, LEICESTER.

Tel: (0533) 543338

SPITFIRES (U.K.)

SPECIAL OFFERS FOR JULY 1981

STEEL PANELS

SPITFIRE Mk IV/1500 and GT6 Mk III

Front ¼ Valance	£20.00
Door Skins	£15.00
Sills	£ 8.00
O/S Rear Wings	£25.00
N/S Rear Wings (Spitfire)	£25.00
N/S Rear Wings (GT6)	£30.00

Mk I, II, III SPITFIRE and Mk I and II GT6

Mk II GT6 Bonnets	£175.00
Mk I & II Spitfire Bonnets	£175.00
Spitfire Front Wings	£25.00
GT6 Mk I Front Wings	£25.00
Rear Wings Spitfire I, II, III	£30.00
Rear Wings GT6 I and II	£30.00
Sills	£ 8.00
Rear Valance (all Spits & GT6s)	£30.00
Door Skins	£15.00

HERALD AND VITESSE

Herald 13/60 Bonnets	£175.00
Herald/Vitesse Door Skins	£12.00 each
Herald/Vitesse Rear Valances	£ 7.75
Herald Rear ¼ Valance	£ 7.75
Vitesse Rear ¼ Valance	£ 7.75

CHASSIS RIGGERS HERALD/VITESSE

Full Sill	£ 4.75
Front Outrigger (to '65)	£ 3.50
Front Outrigger ('65 on)	£ 4.00
Centre Outrigger (to '64)	£ 3.50
Centre Outrigger ('64 on)	£ 3.50
Rear Outrigger	£ 4.50
Side Rail	£ 3.50
Rigger under Boot Floor (State N/S or O/S)	£ 4.50

NEWLY ARRIVED !! NEWLY ARRIVED !! NEWLY ARRIVED !!! NEWLY ARRIVED !!!

New BOLT-ON WIRES to fit all the Club Cars !!! £15.00 each.

NEWLY ARRIVED !! NEWLY ARRIVED !! NEWLY ARRIVED !!! NEWLY ARRIVED !!!
GENUINE LEYLAND
GENUINE LEYLAND HOODS & FRAMES COMPLETE TO FIT SPITFIRE Mk IV/1500
ONLY £100.00

NEWLY ARRIVED !! NEWLY ARRIVED !! NEWLY ARRIVED !!! NEWLY ARRIVED !!!

STAINLESS STEEL QUARTZ HALOGEN ROUND or RECTANGULAR FOG OR SPOT LIGHTS
ONLY £3.50 each.

Many other Panels, Trim, Carpets, Badges and Accessories for ALL the Club Cars are in Stock.

If you are in the area, do pop in and browse around; there is NO obligation to buy.

SPITFIRES (U.K.)

LARGE TRIMMED WHOLE SKIN !

Chamois Leathers



Average Size 6 sq. ft. (Easily makes 2 or 3)

SPECIAL RATES FOR T.S.S.C.

£5.00 each + 35p. Postage and Packing.

C.W.O. (U.K. Only) **QUALITY ASSURED.**

Please allow 14 days for delivery.

B.M. NUNN & Son., Dept. MOL.,
49a, Oxford Street, WELLINGBOROUGH,
Northants. NN8 4JH (0933 - 224748)

AND FINALLY

Well, after sitting down after a marvellous day at Donington Park, it's hard to know where to start.

Firstly, I would like to say a big thank you on behalf of the TSSC to Tony and Janis Spicer and Tony Jones for arranging the 4th National Concours so efficiently. Thanks too to Roland Drew for his participation.

The day must have been the warmest so far this year, (funny, it was like that last year), perhaps the sun likes Triumphs! Good to see so many TSSC members there with roughly 300 cars. I would like to add at this point that I was really impressed to see just how much work members had obviously put in over the Winter/Spring months, the standard of the cars was certainly first class. Our next National event in the UK is the annual Barbeque at Cambridge - an event which I know as being a very enjoyable one and look forward to meeting you all again there.

You will have seen a new company advertising with us this month, Sport Six Spares, a specialist service from which I am sure many of us can benefit. All our advertisers are getting better supplies of spares i.e. Triumph Clearance have just bought 500 wire wheels for our cars, Linrod are getting SAH parts with Steve Little now specialising in secondhand spares. For this issue you have a full page of special offers from Spitfire UK. I think it is very fair to say that the club is performing very well with the help from suppliers in the spares market and remember, most suppliers give TSSC members discount, so use them, being sure to quote your membership number.

We are about to go to Luxemborg although by the time you read this we will be back from the British Sports Car Seminar along with various other members of the club so if not at the Barbeque, see you in August.

N.B. Congratulations to Mike and Janette Long on their wedding in June from The Editorial Team. (FROKATPRA)

EDITOR

COMMITTEE MEMBERS

EDDIE EVANS
Address as for
TECH SEC.

MATT MAUDSLEY
Address as for
COMM CHAIRMAN.

CHRIS SQUIBBS
Address as for
STAT OFFICER.

MIKE LONG
Address as for
GT6 SEC.

BILL SUNDERLAND
Address as for
'COURIER' EDITOR.

DAVID BAYLISS
Address as for
AREA LIAISON
OFFICER.

BOB NOTLEY
Address as for
GENERAL SEC.

JONTY WILD
12, Mackerel Hall
ROYSTON HERTS.
Tel: (0763) 42058.

JOHN CUDMORE
Address as for
OXFORD AREA ORGANISER

AREA ORGANISERS

ANGLIA
BARRY NEWITT
89, Shelford Road,
Trumpington,
CAMBRIDGESHIRE.
Tel: (0223) 841407.

AVON
JAMES STURGEON
18 Fairlyn Drive, Kingswood,
BRISTOL, Avon. BS15 4PU
Tel: 0272 568170

CORNWALL
RICHARD CUNNINGHAM
15, Merrick Ave,
Tregurra Parc,
TRURO, CORNWALL.
Tel: (0872) 78549

DEVON
STAN WALTERS
51 Bellamy Close
Eggbuckland
PLYMOUTH PL6 5LG
Tel: 0752-700555

EAST BERKS
JOHN REED
3 Marlborough Rd,
MAIDENHEAD, BERKS.
Tel: 0628 33365

ESSEX
DAVID COOK
262 Wennington Rd,
RAINHAM, ESSEX

HANTS & SURREY
PAUL WATERKEYN
51 Whites Road
Farnborough
HAMPSHIRE GU14 6PB
Tel: 0252 512074

HERTFORDSHIRE
ANDREW FFOLKES
166 Sandridge Rd.
St Albans
HERTS.
Tel: (0727) 64809.

LEICESTER
PETE JARVIS
26 Thurnveiw Rd,
LEICESTER, LEICS.
Tel: (0533) 2575.

KENT
MARTIN RADFORD
41, Wallis Close,
WILMINGTON, KENT.
Tel: DARTFORD 21056

EAST KENT
BRIAN BUTLER
109 Nixon Avenue
Ramsgate
KENT

NORTHERN IRELAND
BERTIE HADDON
'KOULOMA'
5, Croft Gdns,
HOLLYWOOD, Co. Down
NORTHERN IRELAND.

NORTH LONDON
NICK HALFORD
26 Oakdene Park,
FINCHLEY LONDON
Tel: 01-346-2977

NORWICH
IAN EASTWOOD
13 Newton Close
NORWICH
Tel: (0603) 663855

NORTH WALES
MIKE STEWART
5 Oak Close
Bradley
Wexham, CLWYD LL11 4DH
Tel: 0270-65322
(daytime only)

NOTTINGHAM
CHARLES HENDERSON
8, Oxton Rd,
SOUTHWELL, NOTTS.
Tel: (0636) 812115

OXFORD
JOHN CUDMORE
'UP COUNTRY'
High Street,
Stonesfield, OXFORD.
Tel: (099-389) 555.

SCOTLAND
ALAN NORRIS
115, Baronald Drv,
GLASGOW. G12 0JD
"WEEKENDS"
Tel: 041-357-1147

SOUTHERN
TONY FARBY
4 Marlowy Cres
Fareham
HANTS PO16 7QB

STOUR & AVON
Steve Ellis
20 Primrose Way
Corfe Mullen
Wimbourne
Dorset BY21 3NT

THAMES
HILARY OWEN
132 Harrowdene Gdns
Teddington
Middx TW11 0DL
Tel: 01-977 8998

WEST MIDLANDS
TONY & JANIS SPICER
LABURNAM COTTAGE
33c Clarence Road
SUTTON COLDFIELD.
Tel: 021-353-9961

YORKSHIRE NORTH
JOHN GENDERS
7 Meadows Drive
Thorpe, Willoughby
Tel: 0757-707666

YORKSHIRE SOUTH
DEREK STRINGMAN
3 Briar Close
Finningley
Doncaster
Tel: 0302-770742

SALISBURY
MARCUS BROWN
35 Greenfields
West Grinstead
Salisbury WILTS
Tel: (0722) 710841

SWINDON
ROLAND DREW
2 Jugglers Lane
Yatesbury
Calne, WILTS SN11 8YA
Tel: 0249-812527