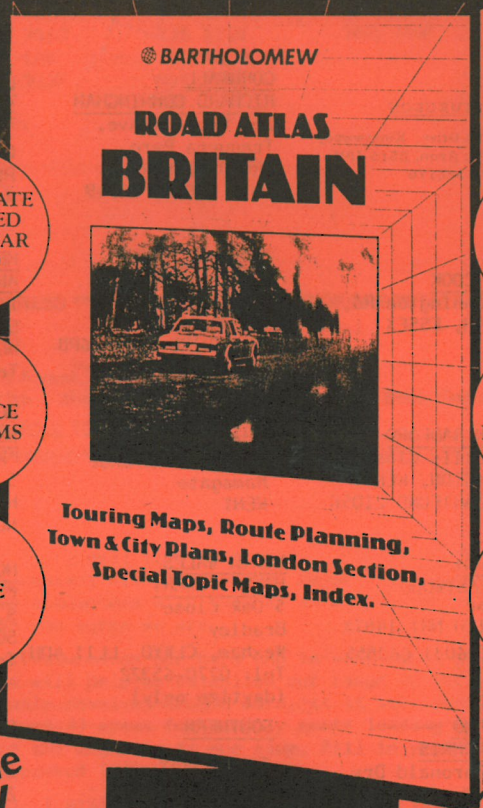


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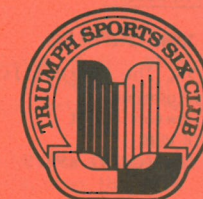
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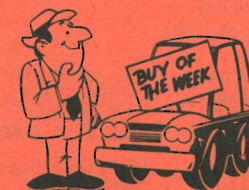
AUGUST 1981 No. 14

the monthly news publication of the
Triumph Sports Six Club

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Royal Showground
Stoneleigh

**29-30-31
August**



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INTRO

The new membership campaign will have, I hope, brought many new enthusiasts to the club. It, therefore, seems like a good time to remind past and new members of the meaning of the club's name. There are some who at first do not realise that the club caters for both 4 and 6 cylinder cars, the name Sports Six being slightly ambiguous.

Triumph Sports Six was the name given to the Vitesse when exported to USA and as the club catered for 6 cars, we felt that this was an appropriate name. Since starting the club the membership has grown constantly and there is now a good spread of members owning all the cars catered for. Marque Secretaries were created to provide an even more intense and specialised service for members of the individual models.

I wish you all every success in your campaign to obtain new members and with the AGM approaching in November, I hope that we will be able to report a membership well in excess of 2,000.

COACH TRIMMER - CAR HOOD ect.

Members may be interested to know that I have found a craftsman in Torquay who makes hoods from scratch by hand. He also reupholsters car interiors and in fact can do almost anything in this line. He is recommended by BARRY SIMPSON ENGINEERING of Abbots Kerswell, (fine restorers of Vintage cars). I have seen examples of his work including a Bentley reupholstered in leather and a hood made for the same car without the assistance of an existing one to use as a template.

The following prices are for tailor made hoods for the Vitesse. Each hood is made exactly to the existing hood frame and therefore allows for any irregularities.

DUCK	£135 + VAT (including fitting)
WIGAN	£125 + VAT "
PVC	£125 + VAT "

He can make the hood out of any material specified but considers Duck or Wigan the best. He does not recommend having a PVC one hand made as he could buy and fit a CAR HOOD CO. one for £70. The cost of material and labour involved does not warrant the extra payment of £55 just to have it tailor made.

He advises against having a zip in the rear window but this and any other variation (colour) can be quoted for.

If any member is interested, please phone direct on TORQUAY 0803 - 34543, stating you are a member of the TRIUMPH SPORTS SIX CLUB. He will of course be pleased to show you his standard of workmanship should you be able to call.

E G PATRICK COACH TRIMMER
VIGURS YARD
FOREST ROAD
TORQUAY
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HONARY MEMBERSHIP - GRAHAM ROBSON:

I am sure you will be interested to know that the Committee has decided to offer its first HONORARY MEMBERSHIP.

The person to whom we have given this is none other than Mr Graham Robson MA (OXON) who, as most of you will know, was the Competition Secretary of Standard Triumph during the Le Mans/Rally Spitfire period.

He is also the author of such books as 'THE STORY OF TRIUMPH SPORTS CARS' and 'TRIUMPH CARS - THE COMPLETE 75 YEAR HISTORY'. Graham was also a successful rally driver and is considered one of the foremost Triumph historians.

He has enthusiastically accepted our offer of membership and has already contributed extensively to the history of ADU 8B (the works rally Spitfire) I am compiling.

Welcome to the club Graham. I do hope you will enjoy your membership. We are most honoured to have you with us.

RENEWAL TIME

It seems like only yesterday when I wrote out my cheque for last year's subscription and thought to myself 'well, that's that expense over for another 12 months'. Well, here it is again! At a time when most people are cutting back, it is unfortunate that we have had to increase the cost of the annual subscription once again to keep pace with the higher cost of printing, postage etc. The renewal fee is now £9, plus £2 joining fee for first time members. The additional cost for the Overseas Members is due to the cost of postage, which has increased considerably over the last year.

Looking back, I feel that I have certainly got my money's worth. I always look forward immensely to receiving the Courier, which is excellent value for money, and I have reimbursed myself many times over with the large discount on spares and bargains only available through the club. Then, of course, there are all the events to attend but most important is the feeling of comradeship with people, both locally and nationally, from all walks of life, who all have one thing in common, their love of cars.

This year the IVR forms will be attached to the renewal form. PLEASE fill this in so that records of the club can be brought completely up to date. Only 50% of the forms were returned last time and this was most disappointing.

The club in continuing to expand rapidly and the more members we have, the more money is available to spend on equipment etc. for club events. I do hope that you all feel you have had an enjoyable year of club membership and lets see if we can reach the target of 3000 members by the end of the year.

FINALLY, CONGRATULATIONS TIME:

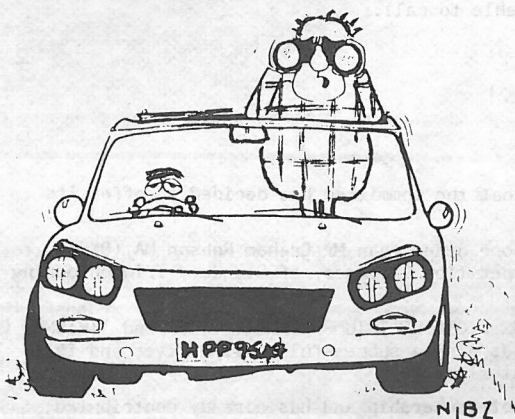
Full marks to TONY & JANIS SPICER and TONY JONES on organising the 4th National Concours so well. A great day, especially the weather. There are many others who should be thanked who helped on the day. Thanks to all and especially Mat who organised the Driving test on both the Saturday and Sunday.

Congratulations to Chris and Hilary on their marriage and to Mike and Janette on theirs.

Many thanks to Dave and Sue Bayliss for putting me up when I was recently in London.

In fact, well done all of you, especially Area Organisers who are working hard to provide interest to members on a local level.

JOHN GRIFFITHS - PRESIDENT



Blue Spitfire; about 1 mile, GO GET HIM

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WS REVIEW

CUT HERE
CONVOY TO DONNINGTON - JUNE 1981

Report by Roland Drew:

Once again we ran a convoy from Newport Pagnall Services up to the National Concours at Donnington Park. The turnout wasn't as good as last years, with a total of only 40 cars. As usual Vitesse's ruled the roost, closely followed by GT6's, a handful of Heralds and only 3 Spitfires, plus 3 or 4 others!

Like last year, convoyers came from all over Southern England with representatives from Devon and Cornwall, Swindon, Sussex, Norfolk and even some coming down the motorway from Northampton. As soon as the last convoy car was away I clambered into the Courier to give chase. It's an impressive sight to see all those gleaming Club cars cruising up the Motorway in one long line.

It took some of the Vitesse's and GT6's more than 15 miles to get over the shock of being overtaken by a fully laden Courier van! One of the faster cars had gone on ahead of the rest of us, cruised along at a steady 60 - 65 all the way.

I expect we shall be doing the same again next year, so if you didn't make it this time, come and join us then!

I would like to thank all those people who came over to buy parts, or just to talk. The spares section had a very good day, you bought more than £550 worth of parts in all! So, don't forget I shall be at the Cambridge Section Barbeque with as many spares as I can bring along. Finally, it was good to be able to put faces to all those names and addresses.

COLESHILL STEAM RALLY NR. AMERSHAM - S J LITTLE:

Our third year at this event proved a great success with a lot of interest in the cars on the club stand, were still finding people who have never heard of the club, which proves these events are worth attending with many leaflets being handed out. Cars on display included Paul Lucas's hairy (as in fast) Spitfire, complete with nowplough as demonstrated at the Furston Hill Climb during the practice run, GT6 K1 and 11, my MK11 Vitesse and an unregistered Spitfire, loaned to us by a local garage. Special features of this car with only 27 miles on the clock included, aint runs, overspray on the bonnet catches, a flat battery and rust, all for only 4,680. Many thanks to Andy Jones of Coventry who helped me all through the weekend and spent much of the week previous preparing his GT6 for the event, CHEERS ANDY.

AREWOOD HILLCLIMB, 6TH JUNE 1981:

SSC HILLCLIMB/SPRINT CHAMPIONSHIP ROUND 2

Agey Time	Class E - Triumph Sports Six Club				Points
3.00	91 Andy Jones	Vitesse 2 Litre MK1	61.88	61.80	- 3.8
	92 Colin Elstrop	Vitesse 2 Litre MK11	57.71	57.21	*
5.00	93 Paul Lucas	Spitfire MK11	57.02	56.46	- 2.1
2.5	94 John Griffiths	Vitesse 2 Litre MK11	52.96	54.07	- 0.46
	39 Brian Elstrop	GT6 MK11	59.67	58.93	*

Class record J M Griffiths 20.7.80 52.33

The organisers did not put Brian Elstrop in our class but he is a member of the TSSC. For Championship points, Colin and Brian are not entered in the TSSC Handicap.

I arrived with my father at about 9am on Saturday morning, having driven the 160 plus miles from Cheltenham. I was met by club members who had camped the night including Paul and Andy. The weather was fine although a little cool at first and an entry of interesting and varied motor cars heralded the first hillclimb round of the TSSC Championship for 1981.

Paul as usual was worried about his 1147 engine but is confident that his new race 1300 motor plus various other SAH goodies will be ready for the October Gurston meeting.

Brian and Colin (who live locally), soon joined us. Scrutineering was accomplished without any problems, (oh so different to Goodwood) and we were all raring to go.

Andy Jones continued to make excellent improvement throughout the day, improving his time from 63.88 to 61.80 by the final run. Likewise Brian managed to get the GT6 running on 6 and brought his times down from 65.07 to 58.93. Colin (who is also a Honda 400/4 owner), maintained a consistent record, hovering round 57 seconds. Running on standard tyres and twin 175 SU carburettors this represents a very good time. Paul Lucas was in fierce competition with Colin but at the end of the day managed to just beat him with a time of 57.02. The Spitfire engine held out. I myself hoped to better the class record I set in July 1980 and on my first run got within half a second. With everything to go for on the last run I tried too hard and got the car considerably out of line through Quarry Corner, losing valuable time braking to correct course and ensure finishing line was negotiated!

Steven Wright had hoped to attend (a previous Harewood contender) but unfortunately his car was not ready. See you next year.

CLUB BOGEY TIMES:

We did not give a bogey time for Goodwood as this was a completely new venue and we had no figures to go on. All the hillclimbs will have a bogey time for each competitor based on car and modification and driver experience. Dave Bayliss has kindly agreed to provide these times. You will see from the above that nobody was able to better their bogey time at Harewood but the person with the lowest minus score or highest plus score at the end of the season will win the TSSC trophy.

At the end of the day Andy, Paul, my father and I had an excellent meal at the Harewood Arms and then, horror of horrors we went to an MG Barbeque disco in the local village. We camped overnight and watched some of the racing the following day, Colin Elstrop again competing and also had a chance to look at the Naylor Brothers concours display of MGs and Sunbeam Alpines, etc.

On the Saturday the Yorkshire area organiser South, Derek Stringham came to spectate along with other local members. One couple came from Newcastle on Tyne and seemed interested in competing next year. John and Pam Cudmore visited us on the Sunday (on holiday in the Lake District) only to find that we had all been competing (except for Colin) on the Saturday!

Finally you may be interested to compare some of our club cars times with the following other competitors driving other marques:

Austin Healey Sprite	60.88	58.91
Alfa Romeo Duetto	55.29	55.16
Lotus Elan	57.47	56.96
Lotus Elan plus 2	57.39	58.87
Triumph TR7	57.51	57.28
Porsche 911	56.11	51.84
Porsche 924 Turbo	55.02	54.48
Morgan Plus 8	53.96	53.22
MGA	65.13	63.54
MGB	56.45	56.47
AC 3000 ME	53.38	53.44
Gilbern Invader *11	55.26	53.19
TVR Tuscan FTD	46.47	45.49
MG Midget	67.53	65.79
MG Midget	53.16	52.80

Some of these are most interesting (e.g. Porsche Turbo slower than a Vitesse) and need no further comment. It is great to see how well our cars compare with modern machinery. Who said the swing axle suspension didn't work!! Don't forget the final round of the Triumph Sports Six Club Hillclimb/Sprint championship at GURSTON DOWN 4TH OCTOBER 1981.

Competitors please note: You can send your entries to me any time NOW but definately before the end of AUGUST. Don't forget to enclose your cheque made payable to THE B.A.R.C. in the sum of £14.50.

Members who are interested in following the sport may like to know that Paul Lucas and myself hope to be competing at Prescott Hillclimb Cheltenham on the 5/6th September 1981.

GURSTON DOWN HILLCLIMB - JUNE 21ST 1981

By Andy Jones - Coventry

The weekend started for me when I left Coventry aiming for Salisbury in my trusty MK1, 2 litre Vitesse Convertible, at 1pm Saturday. After an exciting drive down in dull, cloudy weather, I reached Gurston Down at 3.30pm. The weather now was hot and sunny and, as I was the first to arrive, I decided to walk the course as it was my first time here.

The start faces downhill and the course starts to rise from the 'Hollow'. As I walked towards the 'Karousel' bend, I thought thank goodness for the escape toad. Straight on if I chickened out of the 'Karousel'! The course really starts to climb just before the 'Karousel' and goes straight on after to 'Ashes' which is a left hander. The course then no is a fast climb to the finish.

6 of us spent a pleasant evening at a local pub playing darts and a TV video game. We then retired to Steve and Dierbre Little's trailer tent, armed with two bottles of wine.

Sunday morning saw us up bright and early i.e. 7.30pm! After breakfast, we signed on and got ready for the RAC scrutineer. Richard Bruford arrived in his MK11 Vitesse convertible. He had only bought this car one week before and had got all the safety mods done in record time - well done Richard. I wish some of the other owners of tuned (or untuned) cars in the club would make the effort to enter. We only had four entries to come on all you budding racing drivers! We all got through the scrutineering without problems and so were ready for the first practice runs.

TIMES	No.	Name	Car	Bogey	Practice		Actual Runs	
					1st	2nd	1st	2nd
	16	Richard Bruford	Vit. Con. 2LT MK11	50 secs.	52.79	51.90	51.70	52.80
	17	Andy Jones	Vit. Con. 2LT MK1	50 secs.	54.34	51.29	51.55	51.26
	18	Paul Lucas	Spit. 1147cc	47 secs.	FAIL	49.01	48.66	48.25
	19	John Griffiths	Vit. Con. 2LT MK11	45 secs.	43.89	43.49	43.26	43.36

FINAL POSITIONS

No.	Name	Best Time	Time Under/Over Bogey	Final Positions
16	Richard Bruford	51.70	1.70 over bogey	4th
17	Andy Jones	51.26	1.26 over bogey	3rd
18	Paul Lucas	48.25	1.25 over bogey	2nd
19	John Griffiths	43.26	1.74 under bogey	1st

Paul Lucas was unlucky on his first practice run, he left the track by the Karousel, got going again and did a 360° spin by the Ashes - again leaving the track. Paul wanted to keep going but the marshalls had seen enough and stopped him, hence 'Fail' in the results. Paul went well after this and took my second place in the final run by being one hundredth of a second nearer to his bogey time, well done Paul second place again!

Paul's Spitfire is the Ex Derek Clark Spitfire but now running with an 1147cc engine with 8 port head and twin webbers, also now with standard diff.

John Griffiths went very, very well in his now famous MK11 Vitesse convertible. John beat our record for the course set by Derek Clark last year at 46.95 seconds. Richard Bruford went well in this, his first hillclimb. His car is bog standard - even down to wht wheels and tyres - so I thought it would be interesting to see how Richard's MK11 compared to my MK1 Vit.

For those who are interested, my car is standard except for the following:- 5½" wheels with Uniroyal 175/70/13 tyres, Spax front shocks and Spax rear shocks set at their stiffest setting!

Richard has sworn revenge in October (Gurston again - 4th October), but by then I should have MK11 rear suspension and perhaps a MK11 engine. So we shall see.

We also entered for the team award. The team was 3 of us. Paul, John and Richard. I lost the team position on the toss of a coin. Low and behold, we won the team award and Paul, John and Richard each received a cup so well done. All in all a fantastic weekend and thank you to all members who came to support us. With special thanks to Dierdre Little for the space in the trailer tent overnight and the fantastic food.

WHAT'S ON NEXT?

IBCAN MOTORING FESTIVAL & TOWN & COUNTRY SHOW

AUGUST BANK HOLIDAY 29TH - 30TH - 31ST

Centenary Motoring Festival

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

This is the big family event of the year - this will be the Club's fourth year of participation - a crowd of 100,000 - spread over three days with everything you can possibly imagine taking place - virtually every one-make car club will have a stand and to judge from previous years some of them will be really staggering - one year the Aston Martin Club built a complete replica of the Le Mans pits circa 1955, complete with the contemporary cars - fuel cans - adverts etc., quite amazing! This is my fourth year of helping to organise ours and I still haven't managed to see all the attractions (perhaps its the pubs on nearly every corner that slows me down!), but seriously there is almost too much to see and do plus it's spread out over the whole of the Royal Showground. I have not got the space to describe everything but I'll list a few of the last years events that spring to mind to give you some idea. Motorcycle stunt teams competing in the show - jumping against the horses - 5 bar gates included!! - stunt planes - parachute displays - Southerbys auctions of cars and motorcycles - miniature steam and diesel train rides - animal farm for the kids - Tractor pulling - clay pigeon shooting - a continuous show in the main ring and, of course, the largest ever Concours. There is even more this year - fire engine competition - wall to wall traction engines and steam lorries - victorian steam organs that have to be heard to be believed and funfair etc ... ect ... ect.

THE CLUB'S ROLE AT THE SHOW:

Sounds great but what is the club doing?

1. A very nice stand, fenced and planted with small trees.
2. Club tent with full club regalia.
3. There will be stand marshalls on duty each day, Bob Notley supervising.
4. Plenty of room on the site with tables and chairs provided for members and prospective members.
5. There will be ten of the best club cars which will be entered in the Festival Concours.
6. There will be security guards around the cars and the stand laid on by the organisers.

CAMPING AND ENTERTAINMENT:

There will be a campsite with a large garden of which we have booked and paid for 50 camping spaces and which will be securely roped off. The campsite will be near the main entrance and look out for the Triumph Sports Six Club direction signs from the A444 Coventry to Leamington road.

ENTERTAINMENT:

Dave and Marge McDougall have worked very hard to arrange the entertainment. It is as follows:-

Saturday Night - A coach will leave the campsite for a local CAMRA pub The Green Man, where we have booked a room for the night. Food will be included in the cost of the weekend tickets. The pub is on the side of the Oxford canal and it is well used by canal holidaymakers so there should be plenty of interest.

Sunday Night - A barbeque party has been arranged and it should be a real hum dinger. It is a casual affair and again a coach has been laid on, which will pick us up from the campsite around 6.45pm, returning back around midnight. The barbeque is being hosted by the famous sixties pop star, turned landlord, Don Farndon. Giant yankee burgers, one sausage roll and butter, coleslaw and wine, along with music should make this a night to remember. A large marquee has been erected for this night out.

FINAL POINTS:

How to book this amazing weekend:

Write to Tony and Janis Spicer at Laburnam Cottage, 336 Clarence Road, Sutton Coldfield, WEST MIDLANDS B74 1L1, tel: 021-353-9961, enclosing your name and address, cheque or postal order made payable to the TSSC Ltd., and SAE.

COST OF EVENTS:

£5.75 per tent/caravan

£6.00 per person for two nights entertainment, including food

Conditions: We can accurately split the CAMRA pub and the barbeque, if you can only come to the pub it will cost you £2.50. If you can only come to the barbeque it will cost you £3.50. Also whether you use the coach or not it is still the same price no half price for children, but they can substitute the wine for coke or similar.

The event is for all the family with something for everyone, let's make it a real weekend to remember. Looking forward to seeing you all there.

BILL SUNDERLAND AND CHRIS SQUIBBES

SOUTHERN KIT CAR MEETING

AT HINDHEAD, SEPTEMBER 5TH & 6TH

A W OAKEYNE

Can I initially comment on Roger Powells notes in the July Courier. If the takle shown is the sum total of enrolled members driving specials, then there is a lot of scope for recruitment, one only has to look through a current edition of 'Alternative Cars' to notice the number of cars based on or using Triumph components.

A Kit Car Meeting is taking place at Hindhead on September 5th and 6th where we expect up to 200 specials (125 in 1980), ideal recruitment ground for Roger Powell. The cars that appear in the registrations are due to appear and in far greater numbers.

There is a terrific amount of space on the showground and would make an ideal site for a Southern gathering of the Triumph Sports Six members.

The first day is purely assembly during the day, with a barbeque and disco in the evening, large quantities of traditional beer also being available. Camping facilities are available but anyone that intends to camp needs to contact the organisers so that we can gain an idea of numbers and site position etc. The 2nd day is the main judging start Autotest day. Trophies and awards are presented for Best in show, best of marque etc.

For any further details please contact Mr Oakeyne, The Clans, Stonehill Road, Headley Down, Hants. Tel: Headley Down 712180.

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TRIUMPH SPORTS SIX CLUB CHRISTMAS WEEKEND

I am not taking bookings but can tell you that it will be held as usual at the Fosse Manor Hotel, Stow on the Wold, Gloucestershire.

The date to put in your diaries is 8th, 9th and 10th January 1982.

An exciting program will be arranged and bookings will be on a first come, first served basis. Watch this space carefully to ensure you book as soon as the advert appears.

Whilst you have your diaries out, I do hope you will make notes of the other club events.

This is the 'ACTIVE' time of the year. By the time you read this, many of you will have been to the Birthday Barbeque, and will realise from this how enjoyable and exciting the national club event can be for all the family.

Just pick a few events out which should be in your diaries:

YEOVIL CAR SHOW: 8th and 9th August

TOWN AND COUNTRY FESTIVAL: 29th, 30th and 31st August

PRESCOTT HILLCLIMB: 5th and 6th September (not official club event)

GURSTON DOWN HILLCLIMB * FINAL ROUND: 4th October

AGM LEICESTER: Provisionally 15th November

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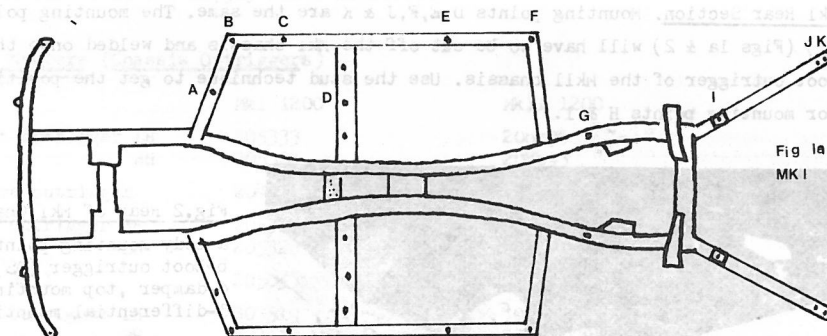
HERALD REGISTER SECRETARY

The Mark 1 and Mark 11 Herald 1200.

1. Chassis and Body

Did you know that the Herald 1200 comes in two 'types', the MkI (up to Commission number GA 80,000) and the MkII (from GA 80,001)? The two marks are found in Saloon (1200 & 12/50), Coupé, Convertible and Estate form. Basically the MkI is built on a 948 Herald chassis and the MkII on the improved and strengthened chassis, which, with slight modifications, is also found on the Vitesse 1600, 2.1 MkI and 13/60 Herald.

Diagrams of the MkI 1200 and MkII 1200 chassis are shown in Figs 1a and 1b. Notice that the body mounting points differ between the two forms. For instance the MkII 1200 has a point (H) above the mounting of the rear suspension damper whereas the MkI 1200 has a point G on the main chassis rail and another (I) at the front end of the boot outrigger.



Herald 1200 Chassis

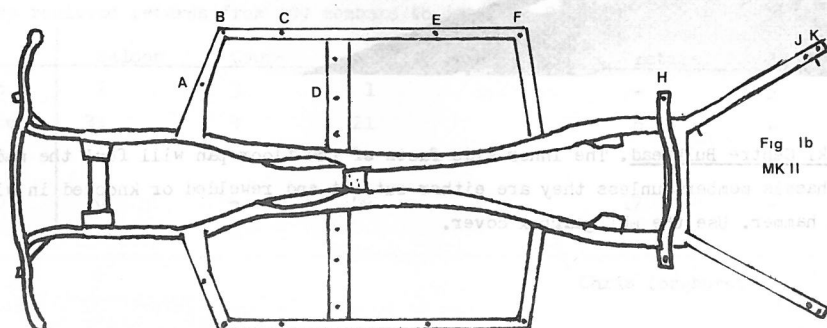


Fig 1b
MK II

Interchanging Body Sections between the Mk1 and Mk11 1200

The body can be divided into three main sections - the bonnet (I'll cover this in a later article), centre bulkhead and rear section. Some degree of interchangeability is possible if you are willing to carry out a few modifications.

Using Mk1 1200 Chassis to take:

Mk11 Rear Section. Body mounting points D, E, F, J & K are identical and can be used for alignment. To position points G and I screw sharpened studs into the chassis at these points and lower the rear section in place. Align D, E, F, J & K and then hammer over the studs at G & I. Lift off the rear section and drill mounting holes through the stud 'dents'. It is also advisable to weld or braze reinforcing plates around the new mounting points. When fitting the rear section permanently it will need shimming (see Courier 6, p.8)

Mk11 Centre bulkhead. As far as I know there are no problems when moving this onto the Mk1 1200 chassis. Use the gearbox cover from the Mk11 1200.

Using Mk11 1200 Chassis to take:

Mk1 Rear Section. Mounting points D, E, F, J & K are the same. The mounting point (I) (Figs 1a & 2) will have to be cut off the Mk1 chassis and welded onto the boot outrigger of the Mk11 chassis. Use the stud technique to get the positions for mounting points H & L.

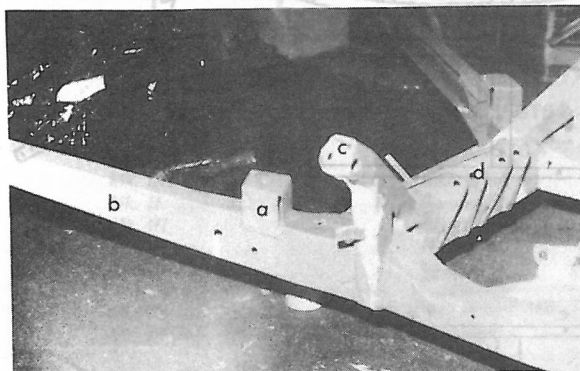


Fig.2 Rear of Mk1 Chassis

a-body mounting point I
b-boot outrigger (OS)
c-damper top mounting
d-differential mounting

Mk1 Centre Bulkhead. The inner side faces of the floor pan will foul the main chassis members unless they are either cut out and rewelded or knocked in with a hammer. Use the Mk1 gearbox cover.

Replacing the Outriggers.

Mk1 main chassis members are 3" deep, Mk11 $3\frac{1}{4}$ " deep. The front outriggers are also a different shape on the two chassis. The 3" Mk1 outriggers (other than the front outriggers) are difficult to obtain. If $3\frac{1}{4}$ " are substituted on the Mk1 chassis and you are welding with the body off the chassis, attach them as in Fig 3 - otherwise there may be problems with door alignment at a later date!

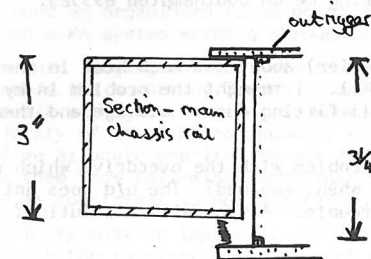


Fig.3 Attaching Mk11 outrigger to Mk1 main chassis rail.

I have been told that 3" outriggers are obtainable from MF Panels, Scott Street, Bognor Regis and that the outriggers are manufactured by LMC Panels - can anyone confirm this and supply other addresses?

Part Numbers (Chassis Outriggers)

	Mk1 1200	Mk11 1200
Front outrigger LH	205333	208894
RH	205334	208893
Centre outrigger	204904 (not handed)	208246 (RH), 208247 (LH)
Rear outrigger RH	205327	208750
LH	205326	208751
Side Rail	205053	205053
Boot outrigger LH	303519	305462 or 305626
RH	303518	305461 or 305625

(LH = Near Side, RH = Offside)

Herald Register

I have received returns from 199 members to date (11.7.1981)

	Saloon	Coupe	Convertible	Estate	'S'
948cc	2	3	1	-	2
1200cc	31	4	21	8	-
12/59	16	-	-	-	-
13/60	30	-	64	17	-

Chris Longhurst

LETTER FROM C MACNEISH, BISHOPSTOKE:

In last month Courier, Mr D Rettie of Romford wrote about a problem with excessive heat in the inside of his Vitesse, even with the heater off.

I had the same trouble with my GT6, which I traced to a broken gearbox cover (tunnel). I found that where the gearbox tunnel fixed to the forward bulkhead there was a small gap allowing heat from the engine and exhaust to enter the interior of the car. The faster you went the worse the heat got because of the airflow. If Mr Rettie wants any advice on this problem, please would he ring me on Southampton 695323.

LETTER FROM GEOFFREY BURCHER, HALESOWEN:

I can echo the problem of Mr Rettie (June Courier) about too much heat in the cockpit from the engine compartment on his Vitesse MK11. I thought the problem in my car could be due to the gearbox cover becoming ill fitting due to old age and therefore allowing air to come in.

Whilst writing, has anyone some advice on a problem with the overdrive which gives off rapid clicking noises in intermittent bursts when engaged? The o/d does not jump out and so, presumably, it is not solenoid trouble. Anyone with a solution?

LETTER FROM THE YORKSHIRE AREA:

Well, the Concours is over, I met some old friends, browsed around some excellent cars and thoroughly enjoyed the sunshine. I imagine that the Courier will carry the usual congratulatory letters and 'Everything in the garden will look rosy' - until next year. But was the premier event in our calendar really that good? No, say the members here, so I will state my points of contention:

1. The day's entertainment consisted solely of the concours, driving test and a couple of trade stands, surrounded by individuals selling parts. I enjoyed shopping around for spares and think that this side-line should not only remain, but be expanded in future. However, is it not worrying that by default it should become the focal point of the afternoon's activities?

2. The judging of the concours started 20 minutes late and finished 2 hours late, with the prizegiving being similarly delayed. Large numbers had already been forced to leave, due to previous commitments and thus the raffle ticket draw was reduced to a spectacle not unlike a roll-call following the Battle of the Somme.

3. At our annual get-together, I dislike intensely being forced, by fait accompli, to share the evening with the MG owners club. I do not like, own or even get passed by MG's, and feel very little empathy with them and their owners.

4. At 9.15 on Sunday morning, an irate official of the aforementioned skateboard owners club, dragged me away from my breakfast to demand the whereabouts of the TSSC organisers for his driving test, scheduled to start at 9.00. At 10.15 the organisers turned up, stating that they had been told that the event was rescheduled for 10.30. They laughed about the situation and then at this late stage, proceeded to tout for marshalls to help them. It is bad enough having an 'In-house' and then being stupid enough to think that it is amusing. Our stock with this club must now be extremely low and the story will eventually percolate through the motoring fraternity, being suitably embellished, no doubt, on the way.

Right, that's the end of the complaints and I can already hear the howls of protest and vilification. 'Do you think that you can do any better?' - Well, no the present basis, maybe, maybe not. However, this letter is intended to be constructive criticism, so please read on.

SUGGESTIONS:

1. At present the Concours organisation appears to be transferred from the Committee (presumably with a sigh of relief) to one area. Planning seems to be held in abeyance until the venue is fixed, approximately 3 - 4 months beforehand, after which there is a frenzied burst of activity.

In fact there is a large amount that can be accomplished well before the date and place is finalised. If we gave 2 Committee members special responsibility for the event on a yearly basis, they could start planning now for 1982.

Cont'd Letter from the Yorkshire Area:

Co-opt each established area to organise one facet of the programme, e.g. Concours, Disco, Its-a-knockout, Name the parts, Programme collation, publicity, etc. During the winter months, when the area activities tend to consist of pints, chatter and hogging the pub fire, alot of advance planning could be completed. The Midlands is probably central to the majority of members therefore, if they were agreeable, it would leave them free to organise the venue and items that need to be sorted out locally. This scheme would spread the workload, increase the activities and give all attending an interest in the smooth running and enjoyment of the day.

2. We need an organisers focal point at the meeting, possibly a caravan with notice boards and a PA system working throughout the event.

3. Concours judging must be speeded up and kept within the allotted time span. If we double the number of Judges it would be difficult, if not impossible, to find extra people with good, specialist knowledge. However, this is not required for the vast majority of items being checked, e.g. lights and horn, paintwork, brightwork, etc. If we allocate one item to one judge, according to his or her ability and then dissuade them from following each other round in a gregarious convoy, the marking would be as consistent as now but far quicker.

4. Publicity must be improved. If BBC 2's 'Top Gear' can feature the TR cars, then a photostat letter to every possible part of the motoring media, telling them of the Concours, may possibly pay dividends in the coverage of the event, and thereby increase membership in the future.

5. If we get involved with other motor clubs, it should be by Committee decision only, for whatever we do is under a microscope and reflects the attitude and organisation of the Club to outsiders. Either we should keep out or do it properly.

In conclusion, although it may seem incongruous, I would like to thank the Concours organisers. This letter is not meant to depreciate your efforts, but to state that as the club grows our attitudes and commitment must change and grow with it. Responsibility should revert back to the Committee, whose job must be twofold. Firstly to inject some professionalism into the organisation and secondly, to devolve the workload in order to involve us all.



Spitfire/GT6 Sill Replacement

How to replace the sills on your Spitfire or GT6 - if you can weld you can do it yourself.

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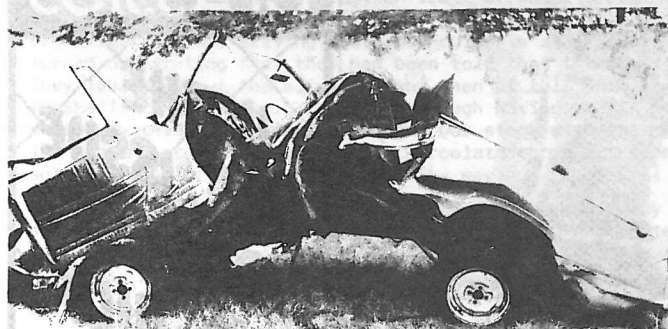
IN THE
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LETTER FROM PAUL CHEALL, NORFOLK:

Since Norwich is a new area, I thought I'd put pen to paper just to help to increase awareness that we exist. My contribution is a bit of a miscellany but here goes:

1. Hello to my mate Neil who owns a GT6 in Sarfend. About time you wrote Neil!
2. Anybody want to swap a blue cover for a folded soft top for some other cover which will suit my yellow 1500 Spitfire, same body as MK1V? Mine is in good nick but doesn't exactly match! Tel: 0603 403013 (home) or 0603 693252 (work).
3. About differentials, my 1500 definitely has not got a drain plug on the diff. There is no reference to changing the diff. oil in the owner's handbook but I feel it ought to be changed rather than just perpetually topped up yet the only way I can think of changing it is turning the car upside down and shaking it out of the filler hole! I remember once seeing an advert for an electric oil extracting pump really meant for sump oil but I suppose it would suit the diff. equally. Has anyone used one or knows where to get them? Any other suggestions about my diff.?
4. A warnign to 1500 owners going to the South of France or similar hot area this summer: Take your number plate away from the front of your radiator grille and either dodge the police or put a sticky replacement on your bonnet. I had a hell of a lot of trouble overheating last year and removing the plate did the trick. It was frustrating tootling down the French motorway so my radiator did not blow it's top while the Frog drivers zapped past in their beaten up Citroens etc. I wouldn't wish that on anybody else so take my advice or at least take a screwdriver with you and remember it!
5. Does anybody with a Spitfire or, I suppose, GT6 have the same smearing windscreen trouble I used to have in the rain? My problem certainly was not old wiper blades but I suspect the low height of the car was causing me to pick up more than my fair share of crud off the road in the wet weather. I have found the most incredible 100% successful solution - a pair of Paddy Hopkirk thingummies. They fit to the wiper arms and each contains a soap stick. When it rains a continuous stream of detergent is let out onto the screen. My screen has been immaculate ever since I bought them. Previously, no bottle seemed to have much effect.
6. I'd like to endorse Stand Walters opinion about the frequency of the Courier. I look forward to it (the Courier) every month and I think it should stay like that. At least you get technical information of relevance in the Courier. I kinda got sick of reading about how to fit a radio into everything from a Toyota to a Toytown bus every month in the more conventional motoring press. Let's face it, if you want to get another 5000 bhp out of your clapped out Fiat 500, you can't expect much of an answer in the 2 inches they can devote to it in the problem page of Practical Mechanics magazine can you? The good thing about the Courier is that an individual problem tends to have relevance to every car in the club so keep it going, regularly. (I could not agree more Paul, and it's thanks to our readers that we are able to pass this technical data on. The more we receive, the more we can print so keep it coming ED).



BUT

DID THE

OCCUPANTS

SURVIVE ???

"BUT DARLING! - HOW WAS I TO KNOW THAT SLEEPING POLICEMAN WOULD SUDDENLY STAND UP?"

LETTER FROM TIM SKERRY:

To answer Mr Burnett's question in the June edition regarding which shock absorbers to use on the conversion for the rear of the MK11 Vitesse, they should be the same ones specified for MK1 2 litre.

I think Charles Henderson will find that his choice of rear spring is dependant upon the rear suspension used. If the MK11 suspension is used, he will need the MK11 spring, as this is slightly longer than the MK1 type. If this gives too high a ride level, I would suggest reversing one or two of the leaves. This process is somewhat tedious but does eventually give good results on non-standard combinations. The ideal would be to get a MK11 convertible spring, but these are not common second hand and very expensive new.

Mr Puttick could solve his problems with the Wood Jeffries fan, easiest by converting his car to negative earth. This is simply done by reversing the battery and coil connections and then flashing the generator field coil with a live lead for 2 - 3 seconds.

LETTER FROM RICHARD CUNNINGHAM, TRURO:

Regarding the letter from Geoff Bell (July Courier), I too wonder where all the club members go. According to my records, my area, Cornwall, has approximately 25 members - though this could be more or less depending upon renewals etc. (by the way, could I have a list of Cornish members once the membership secretaries surface from under their mountain of mail?) - but only the usual 1/2 dozen or so faithful turn up at each meeting and have done so for the last three years since I have been attending. Various other people turn up as well only to be seen once and never again, (what do we do wrong?). Writing to known members does not seem to do the trick - only to provide the post office with more revenue. I agree with Geoff when he says that those members who do not attend meetings are missing out. All Cornwall Area Meetings I have been to (I have only missed 3 in 3 years), have been good fun, so too have the 4 Devon Area Meetings and 2 National meetings that I have attended. Quite honestly, it makes you want to say ***** them!

Let them organise themselves but still us Area Organisers carry on (what martyrs). Anyway, with this moan and Geoff Bell's moan, plus the moan I put into every Cornwall report will pay dividends in the end - perhaps someone will offer to do the job for me!

Regarding Colin Bell's report in the July Courier (are the Bells taking over?) - a few people South of Sheffield have heard of Theakstons - I can even obtain Old Peculier and Bitter fairly regularly on draught in Cornwall from my local real ale off-licence and can confirm the symptoms mentioned!

Finally, regarding Dave Bayliss' querying of my adding ability - there were 6 members, one prospective member and 2 spouses (making 9 persons) at the Cornwall May meeting.

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4th NATIONAL CONCOURSE



DONINGTON PARK JUNE 1981



LETTER FROM SIMON NOBES, DORCHESTER:

Having received my 3rd copy of the Courier, I can say that I'm impressed by the overall attitude expressed by everybody - please keep up the good work. I own a Marlin Kit and it is (I think), the 1600 mentioned in last month's specials summary by Roger Powell. So far the car can be pushed and steered but not stopped. This makes for an exhilarating go-kart but acceleration is poor from the traffic lights! Pedestrians beware!! Construction started 2 weeks ago (12th July today) and the chassis will be ready next weekend for the engine, gearbox and propshaft.

There have been no serious problems so far and progress is well ahead of that expected - mind you, I have spent 70 + hours on it in 2 weeks! That's more time than I spend at work ... sometimes my head doesn't touch the pillow till until well after midnight. All bits of rubber have been replaced including engine, gearbox and diff. mountings. Front springs were shortened (with an angle grinder) but I may install complete Herald units depending upon the ride.

Engine and gearbox have been kept as standard for now - I bet my insurance brokers will have trouble as it is. I have plans to install the 2.5 PI that's lurking in the depths of our garage - but that's in the future! (P.S. Anyone want to 'swap' a good auto box (from 2.5 PI) for an O/D 2000 unit, plus diff?).

As I am without wheels until TUF 704 returns to the highway, getting the car road-worthy is my prime consideration at the moment. Painting the outside, trimming and carpets etc. must come later. Therefore, if you see 'TUF' whizz past you, please forgive the initial tatty appearance - it won't remain that way for long.

My engine, by the way, was reconditioned whilst I was temporarily unemployed last year - what a way to get your fingers mucky! Still, it was a worthwhile project and goes extremely well. I can get the Practical Classics quoted top speed of 86 (ish) miles per hour in third! Assuming my speedo to be accurate, though.

Paint, when applied, will be self etch primer on the alloy bonnet and glass fibre primer on the 'plastic' bits, with 2 pot polyurethane enamel for the undercoat and gloss. The paint is by International Yacht Paints and the 2 pot Poly (called Perfection 709) is as good as it sounds - being much harder than gel coat and totally waterproof, (which gel coat isn't - a fact not generally known by most?). By the way - a good primer to use on the chassis is International Bare Plate Primer which is an outstanding rust inhibiting primer for steel above water. Apparently, you need metallic Primocon for underwater applications, after having shot blasted the steel - nothing else will do! Bare Plate Primer is difficult to get though and although your local friendly ship's chandlers should have it, International say that they will not be doing it in 750ml sizes anymore - smallest will be ½ gall (2.5 litres).

Other info. I've gleaned from International worth noting is that aluminium sheet (and steel to a lesser extent) contains a certain amount of grease in it's pores, with associated problems of paint adhesion. The recommended procedure is to wash the surface vigorously with buckets full of solvent (white spirit) or with something like Jif - or both. Test it afterwards to see whether water forms globules on the surface and if it does, repeat process until the water on the surface lies in a thin, unbroken film. Painting should commence within 5 hours - otherwise more grease will come through from below. Also - don't forget to remove the release agent from the surface of glass fibre moulding - neat Jif will do this and test in the same way. Another point to watch is that most undercoats are porous by nature and should be left to dry for at least 3 hours in good conditions after rubbing down with wet 'wet and dry'.

Back to the Marlin Kit - I was somewhat worried by Dave's comment on page 18 of July's Courier, especially as there are already 2 within the specials register. There were 115 owners at the end of April this year - surely we have the potential to make a valid contribution to this club's funds and events? Please don't exclude us from membership - remember that all the moving parts are Triumph and we'll all need spares sometime! Surely more members ultimately means more buying power?. As soon as I can find my copies (!), I shall be sending my "can I interest you in?" forms to other Marlin owners.

The wheels on my car will be standard until (a) the tyres wear out and (b) I can afford shiny, chrome ones. Perhaps someone out there has some recent Spitfire

Letter from Simon Nobes cont'd ...

wheels (the ones with the oval holes round the edge) which are surplus to their requirements? If they were chromed, they'd look quite neat.

If anyone is considering building a kit and wants to come and look a Marlin, then they are more than welcome. Telephone first as I work a funny rota, someone's in most evenings. So far, I reckon its well worth it and very, very satisfying. Mind you, I'm saying this before I've even driven the thing out of the garage!

Finally, my donor vehicle (MK1 1600) really was past it - apart from transmission bits). My feelings of guilt that I had prior to pulling such an ace (type of) car to bits was very soon dispersed by one of shock and disbelief when I peeled the body away from the chassis. Some of the 'repairs' (bodge) that had been done to it were, um, worrying! The rear o/s boot outrigger fell off when I leaned on it!

As soon as I'm mobile, I'd like to visit the Salisbury area meets and hope as many as possible will go to the Yeovil Festival of Transport (or whatever it's called) in August.

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A. HART.

The Role of the Concours:

I feel that the time has come to put forward a few thoughts about the role of the Concours as an important event, if not the most important event on the calendar of the TSSC.

A Concours is an event organised by a club to bring together members from all over the country to an interesting motoring setting with much to see, to do and to enjoy, an event that lingers in the mind as one spends the many Winter hours preparing and looking forward to the next year's event, stimulating members to strive for higher perfection in their cars. We are not, I am afraid, doing so, although seeing old friends and meeting new ones was the highlight of the day for me, the only lingering memories of the event in the cold Winter months will be the misspelt commemorative plaque on the windscreen and the vision of Nelson Piquet practising for the Spanish Grand Prix on a cold Donington track.

The events were so timed, even though there were only two, to coincide and people who had entered cars for judging either missed all or part of the Autotest. The trade stand prices were in my opinion, highly inflated this year. Last year a front spring and shocker for a GT6 was £6.50 but this year the same was priced at £15. Maybe representatives should be sent to the Concours events organised by other clubs to see what can be done to help.

The judging of cars in their many classes is a difficult task and I feel sure that the committee has tried hard to make it a fair event. However, are we not losing the whole point of holding a Concours when a car is awarded 'Best in the Club' when it contains many unusual extras that detract from original, when it has chrome all over the engine and a glass sunroof, that was not even a sparkle in Pilkington's eye when the car was produced. Surely encouraging the maintenance of original cars containing original equipment is what a Concours is all about. Sour grapes I hear echoed throughout the land. No, winning is not the reason I enter these events, I believe a club our size should have worked out a formula for the organisation of every aspect of the Concours event. There is a place for wide-wheeled, chrome rocker boxed, super dooper cars but surely not as 'Best', beautiful as they are. The best of the Marque should be one that will stimulate owners to create cars as near to the factory finished article as possible - parts replaced by factory parts, accessories by only those available at the time of manufacture. If we set the precedent that the 'Best' is like a Christmas tree, then we will end up with a custom car show, not a concours with only those financially able to chrome their cars winning. We must encourage originality in all aspects of the Concours. Time is the winner of a Concours event not money.

To the organisers I must say that the trophies were to put it politely, dreadful. I won a similar marble and gilt monstrosity the previous year that has the honour of keeping the garage door open. What are we doing? For the sake of a few pounds

we could have some beautiful and unique trophies that would reflect the hours of hard work the winner puts into his car. To quote one man's comment on Saturday as he looked at the trophy, 'This for all that work - Bloody Hell!'

There are many more questions about Concours that need answering, why can't cars enter two classes? Why can't cars enter the Elite Class if they change ownership? Let us please remember we judge cars not owners.

I am not pointing a finger at the winners this year. Congratulations to them and to the losers, keep trying but next year let's hope that the Concours is put on a much more professional footing.

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

Nationwide

NORTH LONDON AREA NEWS, STEVE WILLIS REPORTS:

At the last meeting I have been made the official Area Organiser. I would like to thank Andy for holding the area together through the winter.

Our very first meeting at the Royal Scott Apex Corner A1 was a great success with 5 GT6's, 1 Spitfire, 3 Heralds, 2 Vitesses and lots of people as well. I also held the other new meeting at the Cambridge a very good start with 3 GT6's, 1 Vitesse and 8 people, better than last month when there was only me! We will be at Cambridge, so look out for the convoy. On the 3rd August 1981, at the Royal Scott we will be having a short film show and the committee's report. We start both meetings at about 8.30 till lights out. I would like to see the lads from Harrow with their GT6's come down - nobody has seen them for ages, (it can't be that bad surely). There are lots more of you over our area so come to our meeting on the 1st and last Mondays in the month and we will be more than happy to see you.

If you have any queries, please contact me on: Potters Bar 51769, between 6.00 pm and 7.00 pm.

N MIDLANDS AREA NEWS, DAVE JOHNSON REPORTS:

The response to our new area was fantastic with 16 people turning up, 3 people phoned and said they would be there next month, all members. We had an army of Vitesses, GT6's and a lone Herald and I am looking forward to meeting those of you who rang me next month.

Everybody had a good time, all mixing and telling tales. Brian Hill and friends had some smashing photos (sorry Brian) and Eddie Evans reminded us what a good day out at Donnington was. Everybody's going to turn up again in a month, when new ideas about a lunchtime meeting will be finalised.

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MkI VITESSE

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NEW AREA

It has been discussed lately that an area should be started in the vicinity of Taunton, Somerset. As a first meeting place to anyone interested, I would suggest The Castle Hotel, in the centre of Taunton, being fairly large and easily located, for anyone who does not know this area too well. One can always change the location at a later date if required. So fair, I only know of one other TSSC member in this area. Perhaps Dave Bayliss can supply a few names and addresses?

If anyone in this area is interested, please contact Nick Bradbury, tel: North Petherton (0278) 662698.

KENT AREA NEWS, MARTIN RADFORD REPORTS:

Unfortunately I missed the last publication date for the Kent Area news but I can report that the area is still alive and kicking. In May we had two meetings and a Treasure Hunt and in June, two meetings and attendance of the forthcoming Bromley Pagent.

The Monday meeting in May was very well attended. This meeting included members from a far afield as Plumstead and Orpington and nice to see a number of new faces. Surprisingly the weather was good to us for a change. Attendance at the Sunday meeting was not as good as the Monday one but was still an enjoyable meeting as they usually are.

On 17th May we had the first ever Kent Area Treasure Hunt. This began at the Crocleters in Meopham. Entrants comprised of Vitesse, Heralds, GT6's, Spitfires from both Kent and Essex as well as a Volkswagon Golf which replaced a club member who dropped out at the last minute. The route and clues were pinched from the TR Register and organised by Martin Anderson. The first stage ended in Sevenoaks where the Essex cars left us. Everybody else went on to the second stage which finished at a pub (what a surprise) in Westerham. When the results were worked out, there was much embarrassment as Herr und Frau Davis appeared to have won in their VW Golf. However, half an hour later, Phil Huber, navigator and Vitesse arrived pushing the VW into second place and becoming the Kent areas first Super Hero. If anybody comes across a convertible Vitesse, apparently lost, this might be Stuart Watson still looking for clues. He was last seen shortly after the start of the Treasure Hunt.

As our monthly meetings are first Sunday and second Monday, the June meetings were quite near to one another. The Sunday meeting had the lowest turnout for a long time. It is a pity that only a few regulars turned up as we were joined by members who had gone to the trouble and expense of travelling from Westerham and London, only to find a handful of people.

One of our newer members, Neil Wright, brought along some photographs of his newly acquired 'Herald S' which is believed to be the only one in the club and is shortly to be restored.

The Monday meeting was very well attended and the weather allowed much wandering and browsing around the carpark. Cars of particular interest were the Vitesse which starred in Turning Circle, the concours condition Spitfire built by Brian Thomas and the de-seamed custom painted GT6.

Shortly after most people had left, Gareth Thomas arrived with a Vitesse full of spare parts, including the suspension parts needed to put my GT6 back on the road. If anyone wants a gearbox or overdrive rebuilt, contact Gareth on 01 856 8010.

SALISBURY AREA NEWS, MARCUS BROWN REPORTS:

The July meeting of the Salisbury Area will be held in the Rose and Crown at Harnham, Salisbury from 8.30pm onwards. In the absense of a rose in the buttonhole, or a suitable clock tower and a copy of the Times, please display the current issue of The Courier about your person in order to identify yourselves. Meetings will normally take place on the third Thursday of each month at the same time/location, so why not come along and support your club. Anyone who needs directions or any other information can contact me on Salisbury 710841 most evernings.

NORWICH AREA NEWS, IAN EASTWOOD REPORTS:

The first proper meeting of the Norwich area will be on (space left here) July at the Kings Head, Hethersett at 7.30. It is easy to find being on the All between Norwich and Wymondham. It is envisaged that meetings will take place on the 2nd Tuesday of each month.

I am glad to say that over the last couple of weeks things have been moving along quite well, especially in the amount of local interest being shown - keep it up!

Perhaps I can save somebody a lot of hassle and money: I recently bought a full sill from D J Sportscars, when it arrived I took it to the garage to have it fitted. The next day they rang me up to tell me that it would cost £35 in LABOUR to cut it around to make it fit and then it wouldn't be perfect. They recommended that I should fit a BL sill (which works out cheaper!). I fitted the BL one. Come to your own conclusions - I wouldn't buy an AMP panel again though.

See you all at the Kings Head. If you've got any problems with directions, ring Norwich 663855.

NOTTINGHAM AREA NEWS, CHARLES HENDERSON REPORTS:

The June meeting of the area represented a minor milestone in the areas' history, for it seems that the area has finally got off the ground at last. In all there were seven of us there which is something of a record. Spitfires and GT6's dominated the turnout, hence the talk was mainly about the same, although other topics that cropped up including the Isle of Man TT and cycling!

We appear to have acquired a PR man (namely Bob Chegiddan), who has agreed to find out about local radio and newspaper advertising. He also suggested local area windscreen leaflets advertising the area, so those club members in Nottingham and Mansfield areas who don't want their windscreen cluttering up, there's a simple answer, come to the next meeting which is on July 8th at 8.30pm. One complaint voiced at the last meeting was that there is a non-existent car park although the beer is excellent at our present venue (The Bramley Apple, Southwell). So if any member (attending or non-attending), has a better pub in the area, let me know or better still, turn up at the next meeting.

The August meeting will be on the 12th, when we will discuss possible area events and I will actually be buying a long-overdue round!



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YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

Well we had our monthly meeting and true to form, we had another excellent turnout. Amid the ooh's and aah's as the photographs taken at the Concours event were being circulated, were questions asked by those that did not attend to those that did and it soon became the topic of conversation.

(Please note the views of the Yorkshire Area as related in our letters section ED)

Future events include an auto-test in August (date to be finalised). If anyone is interested, contact John Genders (Area Organiser) or better still come to the monthly meeting - last Wednesday in the month, Fox Inn, Thorpe Willoughby, on A63 a few miles South West of Selley. Finally, last but by no means least, many thanks to Nigel and Alison for all the effort being put into our June event - the treasure hunt, which by the time you read this, will have taken place, more about it next month.

NORWICH AREA NEWS, IAN EAST WOOD REPORTS: - July

At last the local area has met. It was at the Kings Head, Hethersett on the 30th June. I'm not sure if it was because it was the first or whether people were really interested but the first meeting was quite well attended. We had 10 club cars; 5 Spitfires MK1V, one MK111, two Vitesse MK11's, a GT6 MK111 and a Herald 13/60. In all about 15 people turned out. We all had a good natter about our cars and what we were doing with their problems and so on. The two Vitesse owners spent most of the time in the car park talking about their CD150's and all sorts of other things. We had a visitor who is being weened off Cortina 1600 E's - he's looking for a GT6 11 for around £700. If anyone can help, ring me - Ian - or Norwich 663855.

As far as I can see, the next few meetings will be held at the same venue, 2nd Tuesday of the month 8ish. There is some talk of moving to a Sunday lunchtime but more on that as it happens. If anyone wants to come and swell our numbers, we'll be glad to see you.

LEICESTER AREA NEWS - CHRIS LANE REPORTS:

The Leicester Area meets on the last Thursday of the month at The White Lion in North Kilworth on the A427 between Market Harborough and Lutterworth. Well attended lively meetings. Come along in August.

AVON AREA NEWS, ANGUS HART REPORTS:

Yes the Avon area is alive and well and will be having a stand at the Yeovil Festival of Transport on the 8th and 9th of August, so why not come and see us at the South's biggest and best Transport Show See the 798th Herald rolling chassis and John Baers ace Vitesse and Pauls knobly knees.

WEST MIDLANDS AREA NEWS - TONY AND 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 on the list below. If you require a map or directions, please do not hesitate to contact us. If in writing, please enclose an SAE.

Mon 10th August	The Old Gate, Heathton, Nr. Dudley
Tues 14th Sept	The Bulls Head Inn, Shenstone, Staffs
Tues 13th Oct	The Herald, Coventry
Mon 9th Nov	The Old Gate, Heathton, Nr. Dudley
Mon 14th Dec	The Bulls Head Inn, Shenstone, Staffs

AEC (HALON 1211) FIRE EXTINGUISHERS:

By John Cudmore

At June Oxford area meeting, we had a demonstration of fire extinguishers and were so impressed that I want to run a special offer to club members.

I recently witnessed an engine fire that was extinguished by a powder and what a mess it made of the whole engine compartment. The AEC (Halon 1211) is clean, leaving no residue enabling rapid engine re-start with no messy powder or foam to spoil interiors or fittings. It has low toxicity and is accepted by RAC for competition use. and is accepted by RAC for competition use. No danger either from 'cold burns', and can be used on ALL classes of fire, including electrical. The units also have a 10 year active life - another problem with other types.

It has a fast action that chemically interrupts combustion, cools the area and smothers the fire, flooding the area in seconds. They are not the cheapest but the cheapest can often prove expensive.

I can obtain, for club members, discounts for quantity supplied as follows:-

50 plus orders	25%
100 plus orders	30%

The full retail prices of the two sizes suitable for cars are as follows:-

	0.7 KG	1.5 KG
Trigger Grip (MK1)	£17.50	£23.00
Pistol Grip (MK11)	£19.50	£25.50
Refill Price	£9.50	£11.79
Wall Bracket	£0.95	£0.95
Heavy Duty Transport Bracket	£1.90	£1.90

All prices are plus + VAT

If you are seriously interested, please write to me (with SAE) stating model, etc, required:-

JOHN CUDMORE
OXFORD AREA ORGANISER
'UP COUNTRY'
HIGH STREET
STONESFIELD
OXFORD OX7 2PU

Do NOT send money - I will return a leaflet to you and, depending upon response, advise the final price later.

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.

Car Mart

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

Herald 13/60 estate, 1970 (H). Good condition, damson and white, 9 months MOT, new outriggers, clutch and gearbox, good waxoyled chassis. Fitted with new counter. £350. Contact: Richard Bruford, tel: Rockbourne (Hants) 517.

Triumph 13/60 convertible. 1970 (H), white with black hood and interior, both in good condition. Approx. 49,000 miles and running extremely well. New clutch recently fitted. Serviced regularly, approx. 5,000 miles yearly. Over the past few years have renewed parts of the body e.g. wings have been replaced. MOT'd until Jan 1982, tax just expired. Further details please contact W McBride, tel: 051 924 1607 (Liverpool).

Triumph Vitesse 2 litre MK11. 1969, 95,000 miles. Recon. gearbox, recon. bottom half of the engine, renewal all clutch parts and overhauled clutch mechanisms. All brake system has been overhauled or replaced. Most of the steering overhauled and shortly to fit new exhaust system. £450 o.n.o. Contact J T Truslove, 54 Sqn, RAF, Coltishall, Norfolk NR10 5AJ.

Triumph Vitesse 2000, 1969 (G), Sky blue. In good condition and good runner - engine very good. Little rust but overall it's a very good car. £350 o.n.o. Contact: Mr W Moxam, I can be reached at home on 01 691 2046 after 2pm or at work on 01 272 9234 and ask for Winston or leave a message.

1970 Herald 13/60. Genuine two owners, 53,000 miles. Waxoyled chassis. Regular maintenance. 3,000 mile oil changes. Used daily and very reliable. 4 very good tyres. Taxed and tested. £325 o.n.o. Contact: Mr S Lund, tel: Bradford 306006.

Triumph Stag 1974 Auto in white. Excellent condition. Recon. engine. Hard/soft top. Alloy wheels, PAS, radio. All the usual Stag refinements. £2,350 o.n.o. Will take Spitfire or GT6 in part ex. to £1600. Contact: D Appleton, tel: St Helens (Merseyside) 25100.

Triumph GT6 MK1, completely rebuilt, all steel body, newly trimmed inside, very good mechanics. Extra include sunroof, stereo radio/cassette, Mobilec Magnum electronic ignition (a real boon), HRW and several spares. £650. Contact: Kevin O'Neill, tel: Copthorne (Sussex) 716630 (home), or 01 235 2020 (work) extn. 34687.

Triumph Vitesse MK11 Convertible, navy with white hood. New rear shock absorbers for the MOT in June. Very nice car in original condition. Regretful sale due to change of circumstances. £775. Contact: Patrick Mann, tel: Medway 242177.

Triumph GT6 MK11, 1969, Damson, new sills, diff. and front suspension, rear seat fitted, really first class condition throughout. £795 o.n.o. Contact: Tim Martin, tel: Southend 201358.

Vitesse MK1 1600, 1963. White bodywork, red trim. 3rd in original class, TSSC Concours 1981. Immaculate inside and out. Recorded mileage 32,000. Offers around £1,500. Contact: Clive Wood, tel: Nottingham (0602) 653103.

1968 Vitesse Convertible. 2 litre, O/D, radio, new hood, taxed and MOT'd. Good condition. £325. Contact: Peter Barrett, tel: Medway 44307.

1960 Herald 948cc saloon with factory twin SU carburettor head. One owner, 39,000 miles only. This car has been completely restored mechanically and bodily and must be a potential concours winner. Must be seen to be appreciated. £850 o.n.o. Contact: Steve Ellis, tel: Broadstone (0202) 693797.

GT6 MK111, M reg., 67,000 miles, O/D, tinted windows, new gearbox and other replacements totalling £500 with bills and guarantees as proof. £1,600 o.n.o. Contact A B Bowden-Smith, tel: Stockport (061) 456 6875 after 6pm and weekends.

Written off Triumph GT6 for sale to interested enthusiast. Mechanically sound and can be driven. O/D MK111, 1972, 60,000 miles. The running gear is intact as are one door and front overriders and tail gate. The chassis is bent. Slot alloy wheels (Cobra Superslots 12 x 5½) with new tyres around. £380. For further information contact: Andrew Daw, 67A Churchgate, Leicester. I want to sell it complete as it stands and not break it up as time is important.

Urgent sale required for 1964 Vitesse 1596cc red Convertible. New hood, two new front tyres, re-ground valves, new valve springs, Stromberg economy carbs. No MOT and body needs attention. Contact: Mr R Talbot, tel: 021 779 4324.

One good all round Triumph Spitfire, K reg, yellow. Offers around £600. Contact: C J Fieldhouse, tel: Calverhall 639. Also can any fellow member tutor me on a cheap way to supe the 1300 T/S engine - say to stage 3 standard

GT6 MK111, 1971. Taxed and MOT'd Sept. 1981. Immaculate Waxoyled bodywork, sunroof, wire wheels, laminated screen, many new parts inc. steering rack, Spax adjustable, trunnions, propshaft, clutch, exhaust, rotolux couplings and UJ's, one owner last six years, new car causes reluctant sale. Best offer over £850 secures. Contact: Terry Mann, tel: Danbury 5119 (Essex).

Vitesse Convertible, 2 litre, MK11. Very good condition for year. 6 months MOT. Many new parts, inc. exhaust, hood, timing chain, battery, carpets, respray and electronic ignition. A bargain at £595 o.n.o. Will part exchange for good Herald or Spitfire. Contact: Mark, tel: Marlow, bucks 4390.

GT6 MK11, J Reg. MOT May '82. Has new sills, new clutch, gearbox rebuild, new rack. £850 o.n.o. Contact: Richard Smith, tel: Warwick (0926) 862363

Spartan 2 seater. 2 litre Vitesse MK1 base vehicle. 90% completed, needs paint and final assembly to finish. New chassis, overhauled engine and gearbox. Rebuilt suspension, 5 new 5½J wheels, 5 new tyres, cobra seats, most parts to complete inc. hood, windscreen assembly, sidescreens, carpet and trim set. £1,200 o.v.n.o. Contact: Arthur Bierschenk, tel: Reading 666677.

1968 Vitesse 2 litre MK1. Pale blue, sun roof and all new UJ's, suspension bushes. Long MOT. Taxed. Reliable. £425. Consider PX against Herald. Also Early Bond Equipe GT saved from scrappers. Complete except for windscreen wiper arms. Have prepared Vitesse MK11 1971 chassis for this car. Offers. Contact N J Grogan, tel: Walton-on-Thames 25708.

Spitfire MK111, 1971, J reg., in running order, requires tax and MOT. Will not break for parts. £250 o.n.o. Contact Malcolm, tel: West Monkton (0823) 412355 - evenings after 6.30 and weekends only.

Spitfire MK111, MPV 177G, May 1969. Royal blue with new white works hood, overdrive, wire wheels, recon. engine. Main bodywork rebuilt. New sills, new boot. Good condition and has been garaged. Not taxed, long MOT. £625 o.n.o. Contact: Patrick Bowen, tel: (0621) 773186.

Vitesse MK11 Convertible, 1969. Midnight blue, 103,000 miles but recently rebuilt engine, hood 12 months old. 175/70 series Goodyears, recarpeted, GT6 seats, bootrack, radio. Chassis sound, towbar. No rust on body panels. Spare engine - runs. £650 o.n.o. Contact: Simon Read, tel: B'ham 021 779 2271.

GT6 MK111, K reg., Valencia blue, underbody and chassis enamelled, new brake hoses and pipes, Spax shocks, body needs respray. In daily use, offers. ALSO MK1, E reg., requires o/s front wing, no rust, engine rebuilt, still needs and good bit of work. Offers. Contact: Gordon, tel: Lochgilhead (0546) 2742.

Unique opportunity to buy my beautiful 1970 Herald 13/60, in Royal blue with unmarked interior. Bodywork has been religiously cared for and treated with 'Permaglass'. It is not only a reliable friend, but a very economical one. Taxed until the end of July (new tax is negotiable) and MOT'd until end of December. Arguably one of the best in the area. Good home and offers are invited for around £600. Contact: M Gray, tel: Westbury (0373) 822819.

ATTENTION ALL ENTHUSIASTS:

Triumph GT6 MK11, registration number MBW 586L, French blue. First registered 1.1.1973, this car has only covered 44,800 miles from new. The car has a very documented history showing all places, miles and dates, including a full service history.

Competition History: Placed first in the Working Class at TSSC Concours 1979 and 1980. Placed in it's class at the 1980 IBCAM Motoring Festival.

A photograph of the car appeared in the April, 1980 issue of Turning Circle. Offers. Please write to Malcolm Hollingdrake, 9 Winchester Close, Orrell, Wigan, WN5 8PA or telephone Wigan 212911.

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

Vitesse bits, bootlid, dynamo, starter, gearbox, short engine, saloon roof, loads of trim. For further details contact Charles Henderson, tel: (0636) 812115 (evenings) (0636) 812723 (work) or (0422 63791 (weekends).

4.11 Vitesse 1600/Herald/Spitfire diff. (small front flange).
Good GT6 MK1 Chassis. GT6 front springs, wishbones. GT6 MK1 rear suspension.
GT6 body (rusty): This will be disposed of soon, inc. glass, trim, bonnet catches etc.
2 litre 42" prop, (shortened). GT6 O/D prop. 3 different car heaters, vents etc.
GT6 flip top petrol cap, GT6 petrol tank and sender unit. Best offer accepted on all of the above. Contact: Chris Wren, tel: Locksheath (Nr. Southampton) 04895 84334.

Triumph Herald 948 cc accelerator cable (Zetapak AC/10 replacement anti friction accelerator control cable, to be precise). £1.75. Contact: Kurt Sözen, 18 Rutland Court, Denmark Hill, London SE5 8EB.

Vitesse 6, 1600cc, engine running chassis in readiness for new body i.e. Spartan, kit Triumph. Chassis in excellent condition, no rot or rust, is coated with Hamorite, new brake pipes - must be seen to be believed! Existing engine good, genuine 65,000 miles, original carburetors and inlet manifold changed to Vitesse 2 litre type - twin Stromberg 150 cd'se gearbox and diff. unit good. £150. Contact: K Parker, tel: Brightlingsea 3214.

Vitesse Parts:

1600 distributor new £6.00

SAH alloy rocker box £4.00

Brake servo £8.00

MK11 Rostyle wheel trims (4) £12.00

MK11 front grille £7.00

MK1 Dist. 6 vacuum capsule £1.00

Also, would anyone consider swapping 4 decent 5½" x 13" Exacton alloy wheels for my 4, 6" x 13" rims (also Exacton). Contact: R Husband, 19 Lower Road, Ledbury, Herefordshire HR8 2DM.

Brand new parts for Triumph Spit. MK11/1500:

Primed chassis and bodyshell complete with doors, bonnet, boot, ¼ valances etc. One steel works hardtop, 1300cc engine, gearbox. Many other new parts inc. reclining seats, carpets, wheels, tyres, brake parts, suspensions etc ect. PLUS many secondhand spares. Prices and parts will be given on application as listing them would cover a full magazine. Contact: P Ross, Tel: Gt Harwood 887136.

GT6 MK111 write off for sale. Front end damage. Many parts available. No rust on bodyshell but twisted. For further details contact Kevin Doyle, tel: Sunderland 286360 after 5.30pm.

Triumph Vitesse MK11 engine, clutch, gearbox, prop. Will split. Contact Mr Sutherland, tel: (0242) 23617.

John Hill's MGB Centre, Arthur Street, Redditch, Worcs. Tel: Redditch 20880

We have just purchased a quantity of lower wishbones left and right, they are genuine BL and come complete with the rubber bushes and mounting brackets to chassis.

We have also purchased some stub axles, I am not quite sure what vehicle they are off though. Plus some new GT6 discs which should be of interest.

Contact John Hill for further details.

GT6 MK1 seats, wheel trims and hub caps. Contact: Kevin O'Neill, tel: Copthorne (Sussex) 716630 (home) or 01 235 2020 (work), extn 34687.

Herald gearbox, good running order. £20. Contact Richard Bruford, tel: Christone (Devon) 52363.

Breaking 1960 Herald. Excellent bonnet, boot and doors included. All parts cheap - must go. No engine/gearbox. Four 5½J x 13 steel wheels 2 with good Radials - £10. Front bumper for MK1 or 11 Spit. No rust, chrome worn - £8. Loads of wheels and hub caps for Herald or Spit. - 50p each. Contact: Ralph Clark, tel: Chelmsford (0245) 421611.

Parts For Sale

Differential for Vitesse 1600 (4.11 to 1). Purchased in error for our Vitesse 2 litre. £25 o.n.o. Contact: Mike Preston, tel: (Dorset) 0305- 834464 (home).

Convert your drum brake Herald to discs: Vertical links, hubs, discs and calipers from 12/50 for sale, £15. Tel: (0780) 740535.

Parts for 1967 Vitesse - mainly secondhand. 1 windscreen and pair side windows, 1 dashboard and gauges, set of front and rear dampers, two 5½ x 13 steel wheels - £2 each, 1 heater unit, various chrome trim, 1 towbar and a few smaller items. Tel: (0621) 828315.

Lenham fibreglass hard top for MK111 Spitfire. Contact P Everett, 72 Thorpedene Gdns., Shoeburyness, Southend-on-Sea, Essex SS3 9JD.

Panels Herald/Vitesse:

One N/S door complete with trim etc.) Absolutely no rust off Herald that

One O/S door complete with trim etc.) only covered 14,000 miles.

One O/S rear wing - brand new in primer

One Bootlid - brand new in primer

One N/S/R side valance - brand new in primer

One N/S sill (Galvanised) will never rust

Vitesse brake pads - complete set Uni-Part, boxed and never used

Vitesse brake shoes - complete set Uni-Part, boxed and never used

Complete front suspension, wishbone, stub axle, trunnions etc.

Vitesse wooden door cappings (front) superb condition plus other odds and ends.

Contact: Alan Kent, tel: 021 707 4300 with offers. Also have two, never used Vitesse/GT6 Standard Triumph Workshop Manuals.

ATTENTION BOND/VITESSE OWNERS:

Front calipers Girling No. 64032288/9

£55 pair plus £5 P & P

Suits GT6 MK11 + 111

Vitesse 2L MK11 (Sept 68 - 71)

Bond 2L GT + MK11 (1967 on)

Piston Girling No. 64325561

£4.50 each (add 15% P & P)

Suits GT6 (Oct 66 - July 68)

Vitesse 2L MK1 (Oct 66 - Aug 66)

Bond 2L GT (67 - 69)

Caliper Service Kit Girling SP 2501

£5.60 (add 15% P & P)

Suits Vitesse 2L MK1 (Oct 66 - Aug 66)

GT6 (Oct 66 - July 68)

Salve cylinder Girling 64068867

£13.00 (add 15% P & P)

Suits Vitesse 2L MK11 (Sept 68 - 71)

GT6 MK11 + 111

Contact: Stephen, tel: 021 426 5089 (B'ham).

Complete, unstamped Marlin kit ... chassis and body, Will accept parts from any club car. Now costs £875 new. Offers to L Romain, tel: 01 407 2531.

Two Spitfire MK11 doors, black, very good condition. £15 the pair. ALSO 3 Spitfire steel wheels with reasonable tyres. £1 each. Contact: Mark Bishop, tel: Titchfield 43934.

Herald 13/60 mechanical parts from G reg.'d car. All believed good but cheap as I need the space. eg. engine £18, gearbox £12, diff. £12, plus plenty more. Contact: Tom Kirk, tel: Kettering 513671.

Parts For Sale

Bond Equipe 2 litre MK1 complete rear fibreglass section with very good floor pan, petrol tank and seats. Offers around £40. Rolling chassis completely derusted and painted, new outriggers and rails. All mechanical parts overhauled with O/D gearbox. £150 o.n.o. Contact Nick Weeks, tel: Southend - on- Sea (0702) 77212.

New genuine Triumph parts for sale including:-

Handbooks for Vitesse 1/11, GT6 1/11, Herald 13/60, Workshop manuals for Vitesse 1/11 GT6, Parts Catalogues for Spitfire 111/GT6 1/11, Herald/Vitesse Convertible. Complete tonneau cover kits in black, Vitesse carpets in blue (front only), Spitfire/GT6 sills, trunnion kits, tools, etc. Range growing all the time. Contact: John Mann, tel: Chesterfield 71036.

4 Spitfire 1500 wheels and tyres and trims, £50. - tyres not much use.

2 red front seats (Vitesse MK11) £3 each

1 petrol tank and locking cap £5

2 door seals £4

1 radiator, small leak easily repairable £4

1 airfilterbox £1

2 inlet manifolds (MK11 Vitesse) £3 each

2 exhaust manifolds (MK11 Vitesse) £3 each

2 pairs of Stromberg carbs £10 per pair

2 temp gauges, 1 rev counter £1 each

2 speedo's £2

1 petrol pump £10

1 manual gearbox, 2nd synchro needs attention £25 each

2 MK11 Vitesse engine heads £10

1 MK1 engine inc. head £10

1 MK11 engine, OK for spares £5

1 front windscreen £4

1 water pump £7

Various parts of front suspension and MK11 gearbox.

1 Tonneau cover £1

1 new thrust bearing for Vitesse MK11 £1

1 new thrust bearing for Spitfire 1500 £1

4 6 x 13 revolution wheels + £100

Locking nuts and centre caps, all have tyres but only 2 of any use.

1 Triumph 2,000 O/D gearbox £20

2 distributors Vitesse MK11 £5

Herald 12/50 gearbox Take away

1 steering rack (Vitesse MK11) £10

1 MK11 Vitesse conv. bonnet in fair condition £20

Also set of triple webbers with inlet manifolds and

SAH stage 111 head with exhaust SAH. Dual system

inc. special 6 branch exhaust manifold. Open to good

offer. Contact: K Hurst, tel: Radstock 35138.

Vitesse MK11 bonnet, 2 doors, aluminium bumpers, brand new unused towing bracket.

No reasonable offer refused. Contact: L Farrell, tel: Heywood 65906.

Vitesse 2 litre MK11 bonnet, slight offside damage but repairable - otherwise in good condition, £50 o.n.o. Vitesse 2 litre MK1, engine - suitable recon. £35 o.n.o. Sunshine roof, £20. Contact: Gordon, tel: Guildford 63007.

Breaking GT6 MK111, 1974, 39,000 miles, one owner. Mechanics Al. O/D, trim parts ect. Contact Stephen Willis, tel: Potters Bar 51769.

New steering wheel for GT6 MK111, £6. Contact: M Hollingdrake, 9 Winchester Close, Orsell, Wigan, WN5 8PA

Dismantled 1970 GT6 MK11 with o/D. Offers for parts, but preferably as a whole. Everything must go! Contact: Malcolm, tel: West Monkton (0823) 412355.

Herald/Vitesse chassis riggers from Spitfires UK - BRAND NEW. Two side rails plus two under boot floor riggers (N/S and O/S). I don't think they compare with the real thing and Spitfires won't take them back. £10 the lot if you can collect. Contact: Pete Boyce, tel: (0793) 22768.

Breaking 13/60 with almost new works recon. gearbox, dynamo, exhaust etc., new unused lower front wishbones, brake discs (BG17), new unused fibreglass sills, front, rear and quarter valances. Also 4 wheels with 6.15 x 13 tyres plus one new, unused tyre. 2 Firestone 5.50 x 13 'Winter' tyres. Vitesse 2 litre MK1 engine with all ancillaries inc. carbs. with chrome air cleaners and gearbox, 2 good seats (blue), MK11 propshaft. For further details, contact: Norman Doyle, tel: Highcliffe (nr. Christchurch) 4126.

Two litre engine complete with gearbox, £125. Engine, factory reconditioned, 11,000 miles ago, cylinder head skimmed and polished out. Gearbox, good with overhauled overdrive still in car, can be seen running. Contact: P Robinson, tel: Southampton (0703) 464912.

5 5½J x 13 Dunlop steel wheels complete with chrome bolt on valves, £45 o.n.o.

5 4½ x 13 Dunlop steel wheels (GT6 MK111/Spitfire 1V Style), £17.50 o.n.o.

4 Alloy wheels 5½ x 13 from Lotus Europa twin cam. Complete with chrome nuts and centres, caps. Fit all small Triumphs, cost £30 each, £85.00 o.n.o. A GT6 MK11, Spitfire 1V windscreen (not Sundym), laminated - new, £10.00. 1 GT6 MK111 camshaft, new, £25.00 o.n.o. Tel: Milton Keynes (0908) 584348.

Spitfire MK11 clearout: Hardtop £25, soft top and frame, £15, Boot lid in good condition, £20, petrol tank, £5. Contact: Dave Barson, tel: Sandiacre (0602) 391478.

Herald bonnet (early pattern), brand new - factory primer, £50. Contact: Mr Hughes, tel: Coventry 463363, evenings.

MK1 GT6 body shell with windscreen, rear quarter lights, dashboard, switches, heater, wipers and MK11 tailgate with HRW. Needs new sills, £15. Also breaking GT6 MK1 (body rotten), all parts for sale except for diff and gearbox. Contact: Terry Pearce, tel: Reading (0734) 26731.

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

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

One Herald wheel trim and good engine and gearbox for 13/60. Contact: Ralph Clark, tel: Chelmsford (0245) 421611.

GT6 MK111 front and back bumpers. Contact: Victor Bozward, tel: Redditch 23708.

Triumph Vitesse MK11 cylinder head & gearbox cover. Must be in good condition. Contact: Dave Greatbatch. tel: Cradly Heath 633857 (after 5pm).

5½ x 13" steels for GT6 MK111. ALSO o/s rear wing for Herald/Vitesse. Contact: George tel: Lincoln (0522) 31922.

Complete MK11 Vitesse/GT6 for spares - I have a car trailer. Contact: Chris Wren, Tel: Locksheath (Nr Southampton) 04895 84334.

Wanted desperately: one pair of rear overriders for Vitesse 1600. Must be in very good condition. ALSO rev. counter for the same. Tel: D Storton, 021 784 4597 (home) or 021 236 6204 ext 15 (office).

Radiator grille for Vitesse MK11. Tel: Heathfield 3835.

Handbook for Triumph GT6 MK111. Contact: Ian, tel: Southampton 693692.

Spitfire MK111 tonneau. One bootrack - bolt on type. Contact Alan, tel: 06845 5522.

One GT6 bonnet. Contact: A Tucker, tel: Farnham 716477 (home).

13/60 engine minus ancillarys. Contact: Terry Pearce, tel: Reading (0734) 26731.

CARS WANTED *** CARS WANTED *** CARS WANTED *** CARS WANTED *** CARS WANTED *** CARS

A late Herald 13/60 Estate in EXCELLENT condition. Good cash offer awaits the right car. Contact: Richard, tel: Crewe 780576.

Herald convertible in good condition inside and out. Contact: Terry Pearce, tel: Reading (0734) 26731.

SERVICES FOR SALE!

20 year old Herald/Vitesse fanatic seeks employment with these cars, especially in renovation/restoration work. Clean driving licence, three years general garage experience (including professional valleting) and good standard of education. Very willing to learn and train and used to hard work/long hours.

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TEL: 0373 822819

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Tel: Redhill 66744

We have been lead to believe that there may be a problem in the acquisition of engineered items allied to owner associations.

We write in the vein of offering our services to produce any special components which are either obsolete, unobtainable or one off specials, and modifications to any existing components allied to enthusiasts owners clubs.

We trust this will be of assistance to your members.

B C Nicholls
Prop.

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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.....£14.00 +75p 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 SUNDEPLAND - EDITOR

DONINGTON PHOTOGRAPHS:

I was requested by the club to take photographs of the cars that were entered for the Concours at Donington. Below is a list of the registration numbers and if their owners would like a colour print (6 x 4) could they send 60p, either a postal order or a cheque and this will cover the cost of the print, postage etc.

HERALD	VITESSE	GT6	SPLITFIRE	BOND
LUY 801D	SNT 148H	WBC 750J	RHE 130G	NTA 734F
DPH 369C	FMH 371J	CYL 882H	LON 897F	OCL 989J
707 JYB	WWD 24H	MBW 586L	OWW 410W	SPARTAN
E 975B	CWB 787H	AUT 687K	PAE 565F	SMO 796C
	DPD 946J	EUE 339K	VVE 517G	WLD 139G
	DGF 733H	GPP 891K	PNW 658G	
	TWK 746J	YJT 115N	MVD 548F	
	501 EPY	JOE 141L		
	917F	UVT 910G		
		MDF 277F		

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SOUTHWOODHAM FERRERS
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**** STOP PRESS ****STOP PRESS **** STOP PRESS **** STOP PRESS **** STOP PRESS **** STOP PRESS *
WEST MIDLANDS AREA.

Sunday Meeting 23rd August, at Henly in Arden.

Camping Weekend 19th - 20th September at Hampton Lock (I think that is what Bill's writing says)

For further details ring JANIS & TONY on 021 - 353 9961

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AND FINALLY:

Yes, as you know, it is renewal time once again. Please think of the benefits the club offers. I have contact with most of the major classic car magazines and the TSSC carries a unique atmosphere with them as an enthusiastic, friendly, go ahead club, of which I hope you agree we are.

Most magazines carry features on our cars and in some depth (like Classic Cars this month), which in time will help us establish our range of cars to a healthy long life. The club not only revolves around cars, it is very active on the social side with National events and 33 areas for monthly meets leading to new friends for most of us. So, don't put the magazine to one side, fill in your renewal form and look forward to an action packed 1982.

Well, after that plea, I will turn to my recent holiday in Luxemborg. Jo and myself, along with various TSSC members went to the British Sports Car Seminar in Luxemborg, where we met quite a few of our foreign members (hello over there). The event was a great success, Mike Long will be writing a full report for Turning Circle.

We then travelled along with two other cars, down to the Loire Valley in France for an away form it all holiday. It was very relaxing and the car, GT6 MK111, performed incredibly with no problems, returning an average of 36 mpg on 1500 miles. I was really amazed as my every day Ford Capri 2000 only returns 24 mpg overall. So which ever way you look at it, our cars are really fantastic.

Please keep the mail popping through my door. Turning Circle will be published in the Autumn but I do require some more articles.

BILL SUNDERLAND
Editor

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TECH SEC.

MATT MAUDSLEY

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COMM CHAIRMAN.

CHRIS SQUIBBS

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BILL SUNDERLAND

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