

## British Sports Car Centre Ltd

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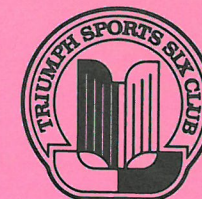
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# THE COURIER



OCTOBER 1981 No. 16  
\*\*\*\*\*

the monthly news publication of the  
Triumph Sports Six Club



GARETH THOMAS:- REBUILDING AN OVERDRIVE AT DONINGTON '81.  
REMOVED- STRIPPED- REBUILT- REPLACED - APPROXIMATELY 2 HOURS !!!

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

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Magazine typed and produced by Bill and Jo Sunderland.

Printed by Magna Print, from copy supplied.  
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## CLUB DIRECTORY ... 1981

### PRESIDENT

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Address as for  
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Address as per the  
Membership  
Secretary

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CHRIS SQUIBBS  
Address/Memb. Sec.  
BOB NOTLEY  
Address/General Secretary

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Hillcrest Road  
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ESSEX SS17 8LR  
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N. WALES LL15 1RG  
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### 'COURIER' BACK ISSUES

MAGGIE MAUDSLEY  
Address as for the  
Comm. Chairman.

### EVENTS

#### ORGANISERS

TONY JONES  
TONY & JANIS SPICER  
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CHRIS LONGHURST  
30 Cornwall Road  
Midanbury  
SOUTHAMPTON  
Tel: (0703) 553395

## INTRO

VSSC MEETING PRESCOTT 1ST/2ND AUGUST 1981

Any of you who were fortunate enough to be at Prestott hillclimb on the sunny afternoon of Sunday, August 2nd, may have seen innocuously parked in the member's carpark one gleaming black vehicle with the registration BGB 34.

So what, you say: never heard of it. BGB is attached to one beautiful SQUIRE chassis no. 1063, registered October 21st, 1937. Short chassis, underslung at the rear originally with grey, four seater bodywork by Corsica. This car was under construction when the Squire Car Manufacturing Company went into liquidation. Experts price these cars between £50,000/£100,000.

Would you just leave such a car so casually parked: must be a sign of real affluence!

Incidentally, this is one of the nine built, of which all but one still exist. Thoroughbred and Classic Cars compiled an excellent article on the cars evolution and can be found in editions October, November and December 1974.

### THE PRESIDENT'S RIDE IN A BATMOBILE

Over the last 10 years or so, Pam and I have tried to include in our visits away from home a twice yearly pilgrimage to the Lake District.

One in November for the RAC Rally and once in the summer to stride out on the fells and follow the colourful dialogue and illustrations. When funds permit, we stay at a small family Hotel, set in an idyllic spot on the East side of Lake Ullswater. The owner (of course, just by chance), owns a 2 litre Bond convertible and an Amphicar.

During our stay this year, he kindly invited Pam and I out in the vehicle. Although it was it's first time out this year, it started easily and the Triumph Herald engine that powers it sounded delightfully sweet. I climbed aboard (must be the right expression)

We proceeded at a gentle pace down the narrow country lane for about 250 yards before reaching the perfect slipway into the lake. The car is equipped with well cushioned seats and the road ride is therefore comfortable without being luxurious. Before entering the water it was necessary to check the following:

- The Bilge pump was operative.
- The doors were properly fastened: there is a second handle which when operated makes the doors watertight.

A little boy who was standing nearby, proclaimed to his mother that it was a BATMOBILE!

I must say I entered the water with a little trepidation but when I felt us afloat my alarm dispersed. Surprise, surprise, it felt as safe as houses. With its inherent weight, it sits well in the water and is consequently very stable.

Mr Baldry opened the bonnet (engine at rear and accessible from the back seat) to ensure everything was OK and to see if the earlier reported water leak was still with us! Unfortunately it was (coming in via the headlamps or tail lights) but nothing worth worrying about. After all, there is always the bilge pump isn't there.

Suddenly the engine cut and I assume the bilge pump was, therefore, imoperative. Calm remained as Mr Baldry found that the battery terminals were only pushed on and had not been secured. A quick twist and the engine started again; much to my relief. We then proceeded out into the lake, steering being effected by the front wheels. In fact this method proves remarkably efficient. A depress of the throttle lifted to bows and sat the stern nicely into the water allowing the twin screws to operate to full advantage.

Pam and I were most grateful for the opportunity to experience Amphicar motoring and hope that it may be possible to arrange an Amphicar weekend sometime in the future at Ullswater.



# NEWS REVIEW

## HILLCLIMBING:

The final round of the Triumph Sports Six Club hillclimb/sprint championship takes place on October 4th at Gurston Down, nr Salisbury. I hope we will have some club members spectating. Please come along and have a chat with us in the paddock.

To get there travel one mile west of Broadchalke on unclassified road off A354 from Salisbury at Coombe Bisset (184/026252).

At the time of going to press, the Hillclimb/Sprint points are as follows:

(Goodwood: New venue: no points scored this year)

As it has not been possible for some competing members to partake in all events, we have decided to score on positions taken from the bogey times. Otherwise to miss out a venue could be an advantage i.e. time slower than bogey.

Points will be allocated as follows:

1st	- 5 points
2nd	- 4 points
3rd	- 3 points
4th	- 2 points
5th	- 1 point

Please make sure you have the dates of the club's AGM in your diary. November 28th, Northampton Sailing Club. (A508, 5 miles north of Northampton).

## AREA ORGANISERS:

### Club Events - RAC REQUIREMENTS:

Area Organisers wishing to hold a local event must seek RAC approval. Please refer to the June edition of the Courier, number 12.

As a reminder the address of the RAC is as follows:

RAC BRITISH MOTOR SPORTS COUNCIL  
31 BELGRAVE SQUARE  
LONDON SW1X 8QH  
Tel: 01 235 8601

The clubs registration number is 1462. Please quote on all correspondence.

Recently an Area Organiser contacted me about the club's position regarding CONTRACTUAL LIABILITY: Area Organisers please note the following paragraph which come directly from the RAC Motor Sport Yearbook.

"Contractual Liability" Page 78 para 2 1980 : Page 218 - 221 Appendix X 1981

"There are occasions and particularly this is so where property belonging to the Crown, Government and Local Authorities and large commercial undertakings is concerned, that certain other conditions of use such as a requirement to pay for damage to property of the landowner, in addition to legal liability cover are laid down. This is known as contractual liability and the Club will be indemnified where it arises, subject to such conditions of use being placed in writing by the landowner prior to the date of the event."

If you have any queries or doubt concerning events then please seek advice either by telephoning myself (J M Griffiths), Dave Bayliss or the RAC.

## ATTENTION ALL AREAS:

Have you ever considered putting on a National Event like the Birthday Bar B Que, or the inter Area It's a Knockout?

We need more events in further afield places to make it possible for more members to attend without spending a fortune on petrol. Please give the matter some thought: discuss it at your next Area meeting. The Committee will supply whatever support we can and provide cash to assist the organisation. If your Area would like to help and run an event in 1982, please write to me with your proposals.

## HILLCLIMBING CONT'D:

Points:	J M Griffiths	10 points
	P Lucas	8 points
	A Jones	6 points
	R Bruford	2 points

## PRESCOTT HILLCLIMB 5TH/6TH SEPTEMBER:

Whilst not an official club event, I went along to compete in DVT 8784J. A varied class but mostly consisting of special saloons competing for the major championships in Gt. Britian. Luckily there were a few road going cars to play with, in particular a Golf Gti, two Reliant Scimitar Coupes and a MK111 Ford Cortina! I managed to beat these improving on my own personal best at Prescott by 1.01 seconds with a final run of 56.74 secs.

It was a perfect, hot, dry Summer weekend and it goes down in my diary as one of those great days to remember.

The pleasure was added to by partaking of the beer in the afternoon, seeing the first ever official sub 40 second run with the final new hill record going to the very promising James Thompson in a time of 39.39 and talking of new and old friends.

The ever keen Oxford followers came (John Cudmore, Paul Lucas and Ian) and I saw a few club members cars in the carpark. Another by the name of Paul Lucas, a club member from Guiting Power, acted as a Prescott Official, employed as one of the starters. It is great to see Club members involved and assisting others in their organisation. When we one day run our own hillclimb/Sprint, we'll know where to look for an experienced starter.

It was also nice to see John and Hannah Pickford taking part in the Sports Car class in their Triumph Spitfire, John managing a very creditable time of 62.16 sec for a basically standard 1296cc car. Their friend and assistant (?) Alan Price was also there although he says he hopes to have a go next year. I hope you will do it under the 'Triumph Sports Six Club' banner, Alan.

A measure of the car enthusiast comradeship was experienced in the afternoon when I got talking to a chap by the name of David Cater. He apparently owns the large house at the top of the hill, known fittingly as Prescott House. He has recently bought a Vitesse for his wife and kindly told me that if I ever had any trouble with my car to please call and take use of his extensive garage facilities. Another new member I hope and the German gentleman who comes to stay with him each year who always coincides his visit with a Prescott venue. He also runs a Vitesse.

That brings me nicely to my last comment this month. I was a little sorry to read in the last two Couriers the forward and backward letters about Concours events. OK, lets try and improve things but how about an occasional letter of praise for say your Area Organiser, for Bill and Jo, who do such a professional job compiling the Courier, not forgetting those unsung heroes in the background like Michael Hancock the Treasurer and the membership secretary, Chris and Trudi Squibbs etc. etc. etc.

## JOHN GRIFFITHS

### PRESIDENT

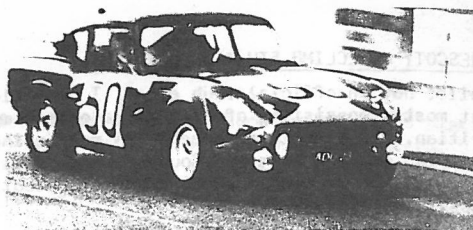


BATMOBILE!!

## COURIER INSURANCE SPECIAL:

WHERE TO GET YOUR DISCOUNT COVER  
WHERE TO GET AGREED VALUE INSURANCE  
HOW TO OBTAIN A VALUATION OF YOUR CAR  
and more .....

by J M Griffiths  
President



### Introduction

Since the club's inception, we have used a firm of Insurance Brokers in Gloucester, known as:

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

Tel: 0452-418485/6/7

Mike Colebrook is an old family friend of mine and has been able to offer many club members friendly insurance advice and cover at discount rates. Mike has always dealt with the best insurance companies and during the last 12 months has been attempting, on the club's behalf, to arrange a special Agreed Value Policy, tailor made for us. His most successful negotiations were with the Royal Insurance Company and up to one month ago we were 85% of the way home with the package deal. However, the large companies still seem sceptical about this field of insurance.

It is an unknown risk to them, but we were confident we could get the policy we wanted. Unfortunately the Royal have refused to move on one or two vital points which are fundamental (e.g. minimum age).

For the time being, therefore, we have decided to take the pressure off and seek elsewhere for Agreed Value Insurance. More details in a minute. In the meantime Mike Colebrook will continue to offer normal Company insurance cover at a discount to the club and I am sure many of you will want to remain loyal to him. As a club we should be particularly thankful to him for all the pioneer work he has done on this in our name, and I am sorry that to date nothing has come to fruition.

### Agreed Value Insurance

Not wanting to leave members in limbo, we have actively sought another way round this problem. I know many of the concours entrants and other members with low mileage, pristine cars are concerned to obtain such a policy.

At the present time it appears that the only way to get a realistic Agreed Value policy is via a Lloyds Underwriter. Luckily Colin Barnes of Lifesure Limited, (address and tel. no. later), has come forward to fill this gap. To date I have had very little personal dealing with the Company, but Colin tells me that they have undertaken a considerable amount of specialised insurance work for the MGOC. They are, therefore, geared to this sort of trade and are 100% enthusiastic and determined to provide the service and insurance schemes we want. I have printed Colin's letter which clearly sets out what they are offering. I am sure you will consider the points mentioned very attractive.

If you have any queries, please don't hesitate to phone or write to him.

Colin Barnes of Lifesure will also be offering other tailor made policies, i.e. limited use, young drivers, cover for modified vehicles, etc. etc. If you have any problems, I am sure Colin will be able to help.

LIFESURE LIMITED  
34 NEW STREET  
ST. NEOTS  
HUNTINGDON  
CAMBS PE19 1NQ

Tel: (0480) 74604/75148

## Re: Proposed Motor Insurance Scheme- Triumph Sports Six Club

The Scheme should be made available to Members of the Triumph Sports Six Club irrespective of the vehicle that they own, each case subject to an individual proposal form and Underwriting consideration.

INSURERS:- "The National Insurance and Guarantee Corporation Limited", established 1894.

### ADVANTAGES TO THE POLICYHOLDER:-

- 1, Reduced premium.
- 2, Agreed Value.
- 3, Guaranteed Bonus, as per attached leaflet.
- 4, Legal Protection Scheme for Club Members, see attached letter.
- 5, Unlimited windscreen cover.
- 6, All makes of Motor Cars are included under the Scheme, with the same discounts.
- 7, Introductory No Claim Bonus where the Proposer has no previous Insurance history, but an accident-free driving record.
- 8, Special Introductory Bonus for second cars.
- 9, Classic Cars and limited mileage Cars reductions available.
- 10, Awareness on the part of the Underwriters that accident repairs will need to be carried out by specialist repairers.
- 11, Insured to have first option on salvage, in the event of a total loss claim.
- 12, Efficient and prompt service by qualified personnel with considerable experience in dealing with specialist Schemes of this type.
- 13, No additional Policy or Broker's fees charged.

### ADVANTAGES TO TRIUMPH SPORTS SIX CLUB:-

- 1, Special terms are available at inception or renewal only to paid-up Club Members thus ensuring continuity of Membership and an incentive for new Members.
- 2, No Administrative involvement.
- 3, Marketing Value.

### GENERAL INFORMATION:-

Lifesure Limited has been established 11 years, and has been specialising in Insurance Schemes for the past 6 years. The Scheme is offering, in the main, better terms and service to Members than can be secured in the open market. However, it is equally important that Lifesure are not encouraged to compete on unrealistic terms because ultimately this will be to the detriment of all parties.

Yours sincerely.,  
for LIFESURE LIMITED.,

Colin R. Barnes.



To get the message over to the Insurance world that car enthusiasts are low risk, we need to show a united front. Please do your bit by supporting the club schemes, putting your business with D G Colebrook or Lifesure Ltd. After all, it will more than likely be cheaper than your present cover and more suited to your needs. DON'T DELAY - PHONE OR WRITE TO THEM TODAY!

How do I obtain a valuation for my car the Insurance Underwriters will accept?

Firstly, let me tell you of L R Porter. Lindsay will be known to many of you as the compiler of the Price Guide for Practical Classics. He also runs a service known as CLASSIC VALUATIONS. He can provide you with a certificated valuation which will be satisfactory for your insurer's needs. You can obtain a valuation from him using either of the two options detailed below.

#### Option A

Postal Valuation Service: You will have to complete a form obtainable from him and send any relevant additional information if available (e.g. engineer's report etc.) Cost: £11.50 inc. VAT.

#### Option B

Here the value of the vehicle is appraised after examination either at Lindsay's premises or those specified by you. Cost: £10, valuation fee, 15p per mile travelled to and from your chosen premises and £10 inspection fee + VAT.

Lindsay Porter can be contacted at:-

Classic Valuations  
Vehicle Appraisal Service  
Lea Lane  
Upper Sapey  
Worcester

Tel: Upper Sapey 695

#### CLUB VALUATIONS:

The MGOC operate an internal valuation service charging members £5. The insurance underwriters have stated they are happy to accept a club officer's written valuation and we therefore intend to introduce such a service as soon as we can.

At present, we are working out the final details but I envisage this new club service to work as follows:-

1. Valuations will be prepared by Marque Secretaries.
2. A club certificate will be issued and dated and signed by the Marque Secretary responsible plus a Club Director.
3. Valuations will initially only be done by inspection by the Marque Secretary concerned at National or Local events.
4. COST: The charge will be £5 to the club, plus any out-of-pocket expenses incurred by the Marque Secretary.

Finally, I would point out to members that Marque Secretary's are under no obligation whatsoever to undertake this service on behalf of the club. It is not a pre-requisite of their position and if they feel unable to make a valuation the final decision lies with them.

At present, I am seeking the Marque Secretaries' approval and the Committee will hopefully give it's final seal of approval this October meeting.

LOOK OUT FOR FURTHER DETAILS SHORTLY.

## MOTOR INSURANCE. CUT THE COST!

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

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

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

  
**LIFESURE**  
The Sports Car & Classic Car Specialists

## WHATS ON NEXT?



\*\*\*\*\*  
ARE YOU A DEVIL OR A DEMON??

IF SO, COME AND JOIN THE FUN WITH THE LEICESTER AREA FANCY DRESS DISCO 7/11/81. BUFFET BAR AND DISCO FROM 7.00 TILL 12.00.

TICKETS £2.50

PRIZES FOR THE BEST ENTRANTS

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LEICS

TEL: 0858 63934

**Apply Now**



COME IN FANCY DRESS ..... OR ELSE !!!!!





# A.G.M.

Notice is hereby given that the Annual General Meeting will be held at the Northampton Sailing Club on Saturday 28th November 1981 at 2.00 p.m. in the clubhouse.

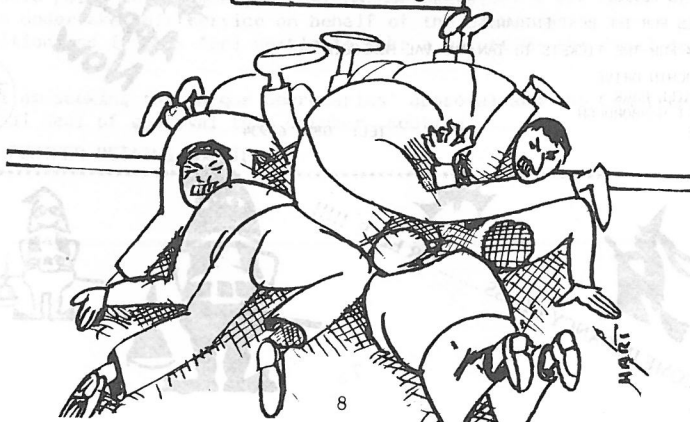
## Agenda:

1. Re-election of members of the Council of Management in accordance with the Articles of Association the following will retire and are eligible for re-election -  
Eddie Evans  
Matt Maudsley  
Chris Squibbs  
Mike Long
2. Re-election of other club officers, to include Area Organisers and Register Secretaries
3. New subscriptions - UK members  
Overseas members
4. Report on club activities since last AGM
5. Financial report and presentation of Accounts
6. Report on membership since last AGM
7. Any other business - any member wishing to add an item under this section of the agenda must do so 14 days before the AGM by submitting such items to the General Secretary in writing and signed by two club members

## Notes:

- a. The Northampton Sailing Club is situated on the A508 5 miles north of Northampton.
- b. Nomination forms to be submitted to the General Secretary to arrive by the first post on Saturday 14th November 1981. Forms received after this date will be treated as null and void.

**AGM**  
Free drink fight



## APPOINTMENT OF CLUB OFFICERS

(Management Council Members, Register Secretaries)



## NOMINATION FORM

I (Block letters) .....

Membership no. ....

WISH TO NOMINATE (Block letters) .....

FOR THE POST OF (Block letters) .....

Signed: .....

I (Block letters) .....

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

Signed:..... Membership no. ....

THIS FORM MUST BE SENT TO THE GENERAL SECRETARY TO ARRIVE BY THE FIRST POST ON SATURDAY 14TH NOVEMBER, 1981.

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

WES/4.

## AREA ORGANISER'S NOMINATION FORM ON REVERSE

TRIUMPH SPORTS SIX CLUB LTD. Reg. No. 1527651

Incorporating The Amphicar Owners Register

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

PLEASE CUT ALONG DOTTED LINE





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

I ..... memb. no. ....  
agree to stand as Area Organiser for ..... Area  
My address is .....  
.....  
.....  
.....  
Telephone no. ....  
Area meeting place .....  
Day of month and time .....  
Signed .....

-----CUT ALONG DOTTED LINE-----

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

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

Tick one name only.

Successful member should return one (1) completed Nomination Form to the Area Liaison Officer, to arrive by October 31st 1981.

PLEASE CUT ALONG DOTTED LINE

# INTERNATIONAL MARQUE SECRETARY'S

INTERNATIONAL GT6 REGISTER SECRETARY, MIKE LONG:

Further to the statistical analysis of GT6's on the register given in August '80 Courier, there has been a growth of 116% in the last year, with 665 cars now registered. These are not all necessarily owned by current members. However, a rough calculation indicates that 540 remain within the club, which represents approximately 24% of the cars owned by the current membership.

The following table shows the cars on the register as a percentage of the home production.

	Cars on Register	Home Production	% of Home Production
MK1	85	2663	3.2
MK11	145	1251	11.6
MK111	435	3706	11.7
TOTAL	665	7620	

We therefore have about 8.7% of GT6's produced for the home market on the club register. Clearly, many of the cars originally produced will no longer be in existence. The estimated number surviving today, derived from DOT vehicle survival statistics in Great Britain, is 4160 i.e. 55%. Those registered within the club therefore represent about 16% of GT6's currently on the road. We still have a long way to go! In order to make a somewhat more accurate analysis, I intend to contact DVLC, Swansea, for information on the number of GT6's taxed over the previous year, as I know they have done a similar exercise for Club Lotus.

The oldest GT6 on the register is owned by Peter Swager of the Netherlands and bears the commission/chassis number KC49L. It is not surprising that it should be an exported car since the MK1 was not made available to the home markets until three months after it was first produced. The oldest one on the register that was sold at home is owned by Paul Reid, with the commission number KC 1556. The newest GT6 on the register (apart from one built entirely from new parts in '77) is owned by Colin Bell and bears the commission number KE 24205. The last GT6 to be produced (Dec. '73) had the commission number KE 24218.

A number of the membership renewal forms are being returned with incomplete or incorrect information concerning commission number, engine number and paint colour. The commission number (or the chassis number), paint and trim code numbers are stamped on a plate attached to the bonnet scuttle side panel.

GT6 commission numbers are prefixed with two letters (KC, KD, KE, KF or KG). An 0 at the end of the number indicates that overdrive is fitted and an L denotes left hand steering. (No letter is used to denote right hand steering).

If you are unsure of the correct paint colour, please give the code on the commission number plate. Details of these codes were given in May '81 Courier (page 5). The body number is stamped on a separate plate mounted below the commission number plate. Body numbers end in the same two letters that precede the commission number.

The engine number is stamped on the left hand side of the block below No. 6 plug (i.e. the rear one). Engine numbers are prefixed with the same two letters as the commission number and are suffixed with an E, which denotes engine unit. The letters H or L may also appear along with the E (on MK11 and MK111 cars) and denotes high or low compression respectively.

Readers of 'Car and Car Conversions' may recall an article published in Jan '73 on a modsports GT6. This was raced from 1971 until June '76 and then put into storage. It has recently been bought by a club member, George Woolfenden, who lives in Coventry. George, who is an ex racing mechanic, intends to rebuild it and compete in modsports events. He also hopes to enter it in next year's concours. Not in the original class! The entire bodysell is made of glassfibre, except for the components which are stress bearing, giving a weight reduction of  $\frac{1}{4}$  ton. This, combined with the engine having been moved back 8", results in a 50/50 weight distribution.



Power is from a 2 litre engine, of standard bore, with a dry sump, duralumin flywheel, duplex timing chain and gears, full race cam and nitrided crank. SAH inlet and exhaust manifolds are fitted onto a laystall modified cylinder head and carburation is achieved by triple 45 Webbers. This set up gives 225 - 250 bhp at the flywheel and a maximum speed of about 160mph.

The transmission comprises a formula 3 clutch, five speed TR7 gearbox and a TR6 limited slip diff. All very well, but how does it handle? The rear suspension has been discarded and replaced by a coil spring layout and rose jointed drive shafts have been fitted. This was developed by Aldon Performance Centre specially for the car. They also modified the front suspension so as to provide greater stability under heavy braking. Both front and rear suspension incorporate fully adjustable anti-roll bars so that the car can be set up as near as possible to the driver's requirements. This has completely transformed the roadholding and handling, resulting in a very competitive car. I'm sure we all wish George good luck and hope to see him competing soon.

On the subject of competition cars, I recently heard of a Sprint/Hillclimb GT6 for sale at £800. The car has had quite a successful career over the last two years, including being placed third in the Association of Welsh Motor Clubs Championship two years running. If you think you may be interested, the number to ring is Coventry 610409.

If you are after a new GT6 MK11 bonnet, these are available at £95, plus VAT, plus £6 delivery from:

Mrs Barratt  
c/o Severn Cottage  
Hampton Loade  
Chelmarsh  
Bridgnorth  
Shropshire

Tel: Highley 861587

Mrs Barratt supplies mainly to the Jaguar Drivers Club, but if sufficient interest is shown, she is prepared to cater for our club. I have written to her and hopefully this will result in a supply of parts for our cars at what I hope will be very competitive prices, if the bonnets are indicative of her general price levels.



Mick Lowe with his 1973 G.T.6. Mk III

## INTERNATIONAL SPECIALS SECRETARY, ROGER D POWELL:

This is the second kit car resume of the series and details the Gentry.

### GENTRY

Manufacturer: R.M.B. Motor Co. Ltd.,  
Mill Street,  
Barwell,  
Leicester. Tel: 0455 46302

Model available: Gentry Sports.

The year was 1975 when the first Gentry kit was offered for sale, with a total to date of around 500 sold. Utilizing either the Herald or Vitesse chassis, only minor trimming of the outriggers is required, although it is believed that 2 kits were produced to accept the Spitfire chassis. The kits can be adapted to accept a wide range of different engines varying from a herald 948 up to a Rover 3.5 V8.

Although only one model is produced and no factory built cars are available, the kit is sold in 2 stages of construction. The main body tub is available as a primed unit, or less wings and running boards etc., and consists of a 1" x 1" x 1/4" angle iron framework on which all the body panels are hung. Main panels are aluminium-clad marine ply sheets, with wings, running boards, doors, rear apron, scuttle, transmission tunnel, inner wheel arches and rear seat rest all made of fibreglass.

Many replica MG parts are available including lights, hinges, door handles, radiator grille and bumpers to name but a few, and can be obtained from RMB or through the Gentry Register Secretary (see below). No seats are provided in the kit but trim kits or covered interior panels can be purchased. Propshaft, exhaust system and wiring loom can all be transferred from Herald, Vitesse etc., without modification.

About 180 enthusiasts subscribe to the owners register which organises 5 regional meetings, and distributes a quarterly magazine and newsletter.

Gentry Register: Nick Welch (General Secretary)  
26 Derwent Road,  
High Lane,  
Stockport,  
Cheshire. Tel: 06632 3936

Enclose s.a.e when requesting details etc.





## HERALD REGISTER SECRETARY

### Herald 1200 MkI and MkII - Parts Interchangeability.

#### 3. Front Suspension

Although most of the front suspension parts are interchangeable between the two marques, the suspension subframes are different. Because the chassis of the MkI and MkII 1200 are of different dimensions the subframes will not fit onto a different chassis without some modification. If earlier cars are to be upgraded (eg disc brakes fitted) it is best to keep to the subframes on the chassis and swap parts onto them. The MkI subframes are easily recognisable as they do not have the engine mounting brackets of the Mk II subframes.

If a complete front suspension swap (wishbones, springs, links, hubs etc.) is being attempted the lower wishbone fulcrum brackets (Fig.1) must be used with the chassis they came from. The bolt lengths are different and the parts are therefore not interchangeable.

Part Numbers		MkI	MkII
Front Suspension Subframe	OS	303590	305592
"	NS	not handed	305593
Lower Wishbone Fulcrum Bracket	Front	122615	130757
	Rear	122616	130 758

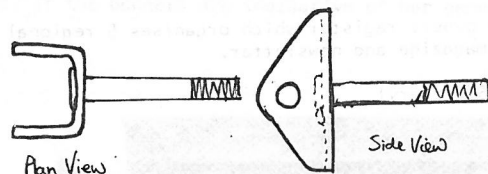


Fig.1  
Lower Wishbone  
Fulcrum Bracket  
[Rear]

#### Drum Brakes to Disc Brakes

If disc brakes are being fitted to a 948 or 1200 (MkI or MkII) Herald with drum brakes the interchange can be made without swapping the wishbones etc. The vertical link, tie rod lever, stub axle, hub and discs can be transferred as a complete unit. It is best to use all parts from the same disc unit as there were a number of changes to the shape of the disc dust guards etc. (see Table 1); the parts are not always interchangeable without some modification !

The flexible hoses and the metal brake pipes from the disc brake unit should be used along with the larger capacity disc brake master cylinder. The flexible hose retaining bracket should also be unbolted from the original subframe and transferred. On some early cars it may be necessary to a) cut back the inner

wheelarch by 2" to prevent it fouling the metal brake pipes and b) cut a hole in the engine side valance for the metal pipes.

Table 1. Herald 1200 (MkI & MkII) - Hub and Link Assembly Part Numbers.

Chassis Nos.	GA1 - GA45682	GA45683 -future	GA29284- GA46959	GA46960- GA127238	GA127239- GA4229454	GA229455- future
Type	Drum	Drum	Disc	Disc	Disc	Disc
Vertical Link OS	205483	209222	205483	209222	306603	306603
NS	205484	209223	205484	209223	306604	306604
Stub Axle	104512	104512	132448	132448	138556	138556
Hub Assembly	112431	112431	132425	132425	132425	132425
Tie Rod Lever OS	205504	205504	205504	205504	211048	211048
NS	205505	205505	205505	205505	211049	211049
Disc Mounting OS			208716	210892	Part of Vertical Link	
Plate NS			208717	210893		
Dust Shield OS			208718	208718	211046	213690
NS			208719	208719	211047	213681
Brake Disc			208715	208715	208715	208715
Master Cylinder	120308	120308	132125	132125	132125	146241
Caliper OS			208937*	210959	210980	146952
NS			208936	210960	210988	146951

\* Calipers 208937 and 208936 are found up to Commission No 121842  
Chris. Longhurst

## HERALD - VITESSE - GT6 - SPITFIRE - EQUIPE



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# PEN TO PAPER

## LETTER FROM MISS SANDRA ROWSE, LONDON:

I own a Herald Saloon 12/50, 1965 model. I have a problem with my radiator after the car has been on a run. One stopped there is a gush of water from the overflow pipe for a few seconds, then it stops. There is no water coming out while travelling and none when topped up. I have fitted a new thermostat and gasket and have only had this problem since then. Can anybody help me? At this rate I'm going to lose all my anti-freeze in the Winter!!! Also, if anyone is interested in a petrol tank, complete with sender unit, I am open to offers. Tel: 01 519 4902.

## LETTER FROM GARETH THOMAS, REDDITCH:

In reply to Richard Cunningham, Truro (August Courier, I hope most club members do not share his desire to say "\*\*\*\*\* them!" to those members, like me, who are unable to attend meetings simply because of business or domestic commitments.

Quite frankly, it is obvious that in any sphere of activity, individuals only get out what they are prepared (or able) to put in and Richard Cunningham is clearly very lucky in being able to devote so much time to the TSSC.

I have yet to manage one meeting of the West Midlands Area but in the six months or so that I have been paying my subscription, have benefitted enormously from correspondence in the Courier and resulting meetings with individual club members for advice, spares or just a chat.

Finally, if anyone has any worthwhile tips, advice or spares for improving a very sloppy suspension (rear) for my MK111 GT6, please write.

## LETTER FROM NEIL WILLIAMSON, HANTS:

Want to tour France? I would like to hear from anyone interested in coming on a 2 week touring holiday in July, 1982. For further details, phone Fordingbridge 52301. Ask for Neil or leave your telephone number so that I can contact you or write to this address:

7 Meadow Ave,  
Fordingbridge  
Hants SP6 1LN

I would also like to bring to the attention of all readers of the Courier that, although their names are on the inside cover of each issue, we do not hear or see the various International Register Secretaries, except Chris Longhurst, who does a most admirable job as Herald Secretary.

If Mr Longhurst can give such an informative couple of pages in every issue of our magazine, couldn't we at least, hear from the various secretaries occasionally, even if it is just to let us know he (or she) is still alive.

## ANSWER TO MR HANSCOTT'S LETTER FROM EDDIE EVANS:

Your high oil consumption may be caused by worn piston rings, worn valve guides, cylinder bore wear, or carbon blockage in the piston oil return holes. Whilst the latter is easily rectified by cleaning, the other problems are more involved and the following notes should be of some help:

**PISTON RINGS** If rings are worn, then some laquering will be seen on the side of the piston where gases have been blowing past. When fitting new piston rings, it is preferable to remove the unworn lip at the top of the cylinder.

**CYLINDER BORES** Maximum bore wear occurs top of the cylinder (ignoring the lip) transversely, or across the engine. If the wear here exceeds .010" then a re-bore is required and .000" oversize pistons should be fitted. If in the unlikely event, the wear exceeds .020", then cylinder liners should be fitted and these bored out to accept standard pistons. As an alternative to re-boring, cord piston rings can be fitted but although far cheaper than a re-bore, I do not consider them to be a permanent repair. 'Cord' is a trade name and the rings can be obtained from accessory shops.

**VALVE GUIDES** With the valve springs removed and the valve stems and guides thoroughly cleaned, insert the stem and check for diametral play between stem and guide. The guides should be replaced when this play exceeds .020".

I am not familiar with stockists in Berkshire, perhaps the Local Area Organiser can advise you. I have had a few bad reports on replacement piston rings and would advise you to buy these from BL.

## LETTER FROM LES CURTIS, BIRMINGHAM:

I feel I must take Malcolm Hollingdrake to task for his comments concerning the Donington Concours. He has, in my opinion, completely missed the spirit of the event. I went, and had a thoroughly enjoyable day. The atmosphere was friendly and relaxed; the organisation informal but effective - do we really want an event run on 'military' lines? I hope I speak for the vast majority of members when I say certainly not. The important thing is surely is, that the event was well supported by members and everyone I spoke to seemed to be enjoying it. I wonder if MH appreciates what a mammoth task it is to organise such an event; how much time and hard work is spent by those people who are prepared to do it, - and all for no monetary reward, just the joy of it - the real enthusiasts. Of course, things will go wrong, who would expect an engraver to make a spelling mistake when he has a correct sample to work from? It's just one of those things and not worth getting your seat belt in a twist about. It's easy enough to sit back and moan, why not offer your help instead? I'm sure there's enough work to go round a few more .....

At this point, let me, through the pages of the Courier say thank you to Tony Jones, Tony and Janis Spicer for all their efforts. It is appreciated. I will agree, prices asked for some spares by certain people are ridiculous and nothing short of greed. One firm quoted me £80 for a second hand GT6 door a few weeks back!! However, from Spitfires UK I bought a brand new, original quality GT6 gearbox carpet for £5 - the BL price last quoted to me was £17 plus VAT. (Vengeance against Triumphs) - When and if available! I've found the secret is to study the transport used by these suppliers - those with new vans are obviously making a far greater profit than those with old ones!! Incidentally, why not invite suppliers to quote prices for specific items and publish a list for specific items and publish a list of comparative prices in the Courier? You'll soon see who the rip-off merchants were! (I bet certain ones would find an excuse not to quote!).

As for original versus modified, of course it is vital to have some cars in immaculate condition as near as possible to factory spec. But our cars are working cars for people of average means and were built to a price. They are not Bugattis. There are many modifications which are entirely valid to make driving more pleasurable, servicing easier etc. and so long as we have some prime examples of originalists, let's not regard originality as some sort of religion! I think that the quality and technical interest of modifications is important. I can appreciate Roger Collins simply superb MK111 Spitfire just as much as Bill Huwer's immaculate GT6. To compare modified cars to Custom cars is as erroneous as it is naive - how many jacked-up rear ends illuminated by little red lights did you see?

The subject of trophies. As a professional silversmith, the idea of 'beautiful and unique trophies' rather amuses me. Has MH any idea how much it would cost to make 17 original, unique trophies? Does he really want to pay £50 to enter the Concours? Because that is what it would mean! I for one would rather see club funds spent on remanufacture of spares no longer available, even if it is bad for my trade!! A trophy is a token of what you win, not a prize as such. Your trophy is purely a commemorative device. Some clubs award a cup which has to be handed back at the end of the year. No matter what MH does with his, he still has it! May I suggest we have a splendid trophy for 'most disappointed driver' in 1982? May I also suggest the award could take the form of a silver plated nappy?

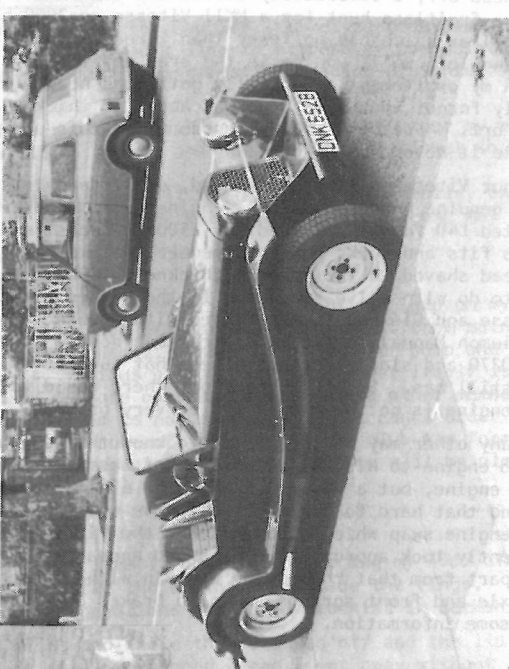
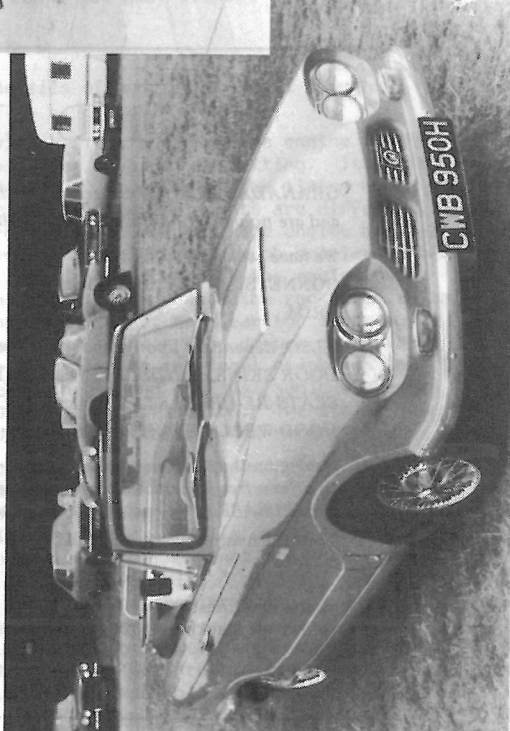
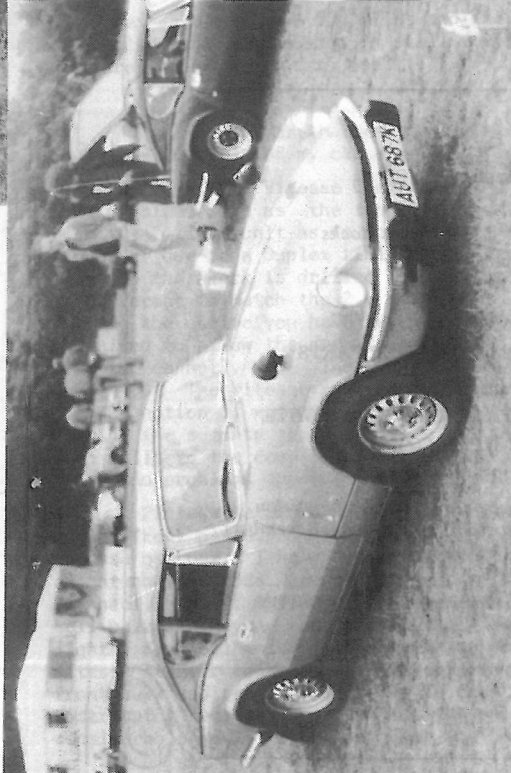
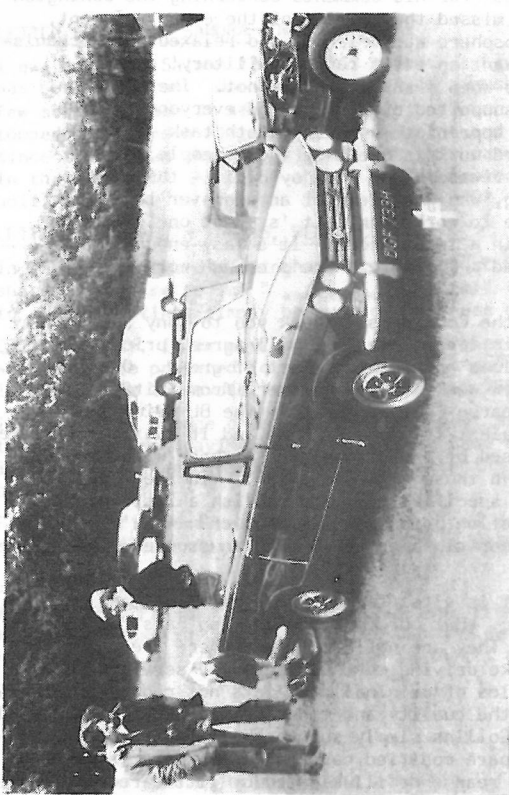
## LETTER FROM CHARLES HENDERSON, SOUTHWELL:

After reading Chris Stalders letter in a recent Courier re. his cracked cylinder head, I was dreading the same happening to mine. I was right to be worried, too, because after a fast thrash down the M62 one Saturday, I discovered my Vitesse was only using five cylinders and that is was no. 6 not no. 1, which was not working. Puzzled, I removed the cylinder head and found not one but two cracks in the said head; one about 1/16" wide between valves 11 and 12 and a smaller one in the 'usual' place between valves 1 and 2. It wasn't hard to find the reason for the rearmost crack. About 8 of the waterways in the block were solid with scale, for want of a more suitable word. I assume it was scale, since the car originated from Newcastle-under-Lyme in Staffs, where the water is very hard and had been run in Nottingham for about 18 months before I bought it. Since I bought the car, about 35,000 miles ago, I have not removed the head, hence the problem.





After feeding Chris I was dressing the car after a fast lunch and five cylinders and the cylinder head and side between bars. It was a hard job and I was in the black when I saw the car. I bought it since it was hard and had very hard and had I bought the car, I would not have bought it. The price was £1,000.



# OUR CARS

REPAIR TO PAPER

LETTER FROM LES CURTIS, BIRMINGHAM

LETTER FROM CHARLES HENDERSON



Having got the old head off, I immediately discounted the idea of having it repaired and instead went on a fruitless hunt for a MK11 Vitesse or 2000 head. Instead I chanced on a scrapyard in Halifax which had no fewer than three cylinder heads from 2500 pi cars. (They've still got two left so if you're in the area and you're stuck give them a ring on 0422 247223). In my excitement at actually getting a head, (complete with rusted in valves), I completely forgot that this head was about  $\frac{1}{8}$ " thicker and so my original pushrods were too short. A set of 2.5pi pushrods fixed this and with new plugs and points the car now goes like it never has before.

So, to sum up, if your Vitesse/GT6 cracks a head, don't despair straight away. Don't be ripped off for a genuine head from a MK11 engine (one scrapyard in Chapel Lane, Soweby Bridge, Halifax wanted £40 for a MK11 head, my 2500 head cost me £10, already removed), since the 2500 heads fits and works but do remember to take the pushrods unless you intend to get the head shaved to the correct thickness. One small point still worries me, though and that is to do with valve springs. In the Haynes Vitesse/GT6 manual page 26 we are told 'a Vitesse and GT6 models are fitted with double valve springs'. Wrong according to the Triumph Manual, where it states that double valves springs were fitted up to engine no HC50270 and single springs after that number. My 2500 pi head had double springs and still has. So, if anybody out there could tell if it's wrong to use double springs (my engine is no. HC 54991) I'd be very grateful.

Gareth Thomas and many other may be interested to know that a gentleman in Wales has actually fitted a V8 engine to his MK1 Vitesse. Not, as Gareth Thomas suggested, a Daimler V8 250/Dart engine, but a Rover 3.5 which he claims is lighter than the original Triumph Six. I found that hard to believe, to I have written to him asking for some more info. on this engine swap which also included the fitted of a 5 speed gearbox. The whole job apparently took approx. 18 months and appeared to involve much bulkhead chopping although apart from that the engine went in without much difficulty. I'd like to know what rear axle and front springs and also brakes and will write again next month when I've received some information.

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*Having built up contacts with many ex-Bond personnel, we are in a position to offer a free information service, based upon factory records, to club members. N.B. PLEASE write enclosing a s.a.e.; we cannot afford postage.*

*For information please write to:—*

**Mr. C. GARDNER,**  
3 Frenchwood Knoll, PRESTON,  
Lancs.

*Spares enquiries:—*

**ANDY on Blackburn (0254) 71624 or CHRIS on Preston (0772) 54469**

### LETTER FROM BRIAN SMALLWOOD, PRESTON:

I am a very new member of the TSSC and the Courier I received today was only the second I have read but I thought I must drop you a line to express my appreciation of this fine magazine which I find packed full of interesting reading presented in a very refreshing manner.

Long may the club thrive! It was a good day when the piece of paper my wife found under the wiper turned out to be a TSSC advert and not the parking ticket she at first thought.

(A letter like yours Mr Smallwood makes all the hard work worthwhile, especially when typed at lam in the morning in an effort to meet the deadline! Long may your enthusiasm thrive! ED).

### LETTER FROM STEPHEN MANNESS, BIRMINGHAM:

Having recently removed the gearbox, clutch, cylinder head and sump on my 1500 Spitfire, I was amazed, nay disgusted at the lack of spares off the shelf from main BL dealers. The offending parts being: flange gasket, gasket between water pump and cylinder head, rear pedestal to rocker shaft, various petrol hoses. The car itself is a 1976 model but many of the parts above are on more current models. Have other members had similar experiences and found that the answer is not always, yes, but can I order it for you? (Yes, I think we all have. This was one of the reasons the club was formed. Try out our suppliers who advertise in the magazine and I am sure you will be pleasantly surprised at what they can do off the shelf. ED).

### LETTER FROM R HANSSCOTT, LOUGHBOROUGH:

I am a member of the TSSC and need some information regarding my 1969 GT6 MK11. The engine is burning oil so I am about to strip the engine to replace the rings. I would appreciate any advice you can offer and/or suggestions of a good stockist in Berkshire.

The bores were examined 500 miles ago while the head was off and the lip seemed negligible, also the compression is still very good - can I get away without a re-bore? If so, what are the best rings to use?

In answer to Gareth Thomas's request for details of modified cars, I thought I would give details of my car.

I run a 1971 Vitesse Convertible, fitted with a 2.5pi engine. The engine is the same physical size as the two litre unit and poses few problems in fitting. It differs from the 2 litre unit as follows: The sump is deeper at the front. The timing cover is deeper due to a Duplex timing chain being fitted. The engine mounts are different, although the block is drilled and tapped for normal Vitesse mounts. The engine back plate is different to match the 2.5 gearbox. The flywheel is thicker and much heavier. When fitting the engine you have several choices as regards the sump. 1) the engine can be raised to allow the sump to clear the steering rack (it can cause the rocker cover to foul the bonnet). 2) The 2.5 sump can be channeled up over, to clear the steering rack. 3) The Vitesse sump can be fitted and modified to clear the deeper crank webs. I chose option 3, welding a channel section into the sump for the front crank web and beating the sump to shape to clear the second web. The second web just sould where the sump falls to the deep section and does not require much modification. The timing cover offers no problems apart from making the positioning of an electric fan more critical.

I fitted the normal Vitesse mountings and cut off the 2.5 engine mounting on the engine front plate. I changed the engine back plate for the Vitesse item, and used the Vitesse gearbox. I have been told the 2.5 gearbox will go in but not with overdrive and slight chassis mods. are required. Using the Vitesse gearbox entails using the Vitesse flywheel. This I have done with no problems, the six cylinder engines are inherently well balanced anyway and do not really need the heavier flywheel. A plus point is the lighter flywheel which improves engine response and improves acceleration. I used the Vitesse starter motor powered by a 55 AH battery as per the Stag. I had to modify the front bulkhead sections slightly to clear the fuel metering system which mounts on the distributor pedestal and occupies the space to the rear. The throttle linkage needs considerable modification to clear the SAH exhaust system manifold and to clear the



offside bulkhead. The cooling system is stock Vitesse except for a Wood Jeffrey's fan and an oil cooler. No cooling problems have been encountered in fact the fan only runs when stuck in heavy traffic. The fuel system possibly needs a little more explanation as few members of the TSSC will have come into contact with it. The system operates as follows: Fuel is gravity fed from the tank through a paper element filter to an electric fuel pump. The pump pressurises it at up to 300 psi and feeds it to a pressure relief valve which controls the line pressure at 105 - 110 psi and returns the excess fuel to the tank. The pressurised line goes to the fuel metering and distribution unit, which distributes the required amount of fuel to the six injectors (set at 50 psi), depending on engine requirements. The metering unit uses engine manifold vacuum to control the amount of fuel delivered. The injectors direct a finely atomised cone shaped spray pattern into the inlet tracts. Excess fuel from the metering unit is returned to the tank via another fuel line. All this requires more plumbing than a normal Vitesse is equipped with.

I mounted the filter, pump and pressure relief valve below the boot floor as the pump needs to be gravity fed to the function properly. The system was then boxed in to prevent contamination with road dirt. Obviously the fuel piping from the pump onwards is operating at high pressure and normal fuel piping cannot be used. PI pipework is difficult to obtain from British Leyland and anyway, is the wrong length of a Vitesse. However, firms like Goodridge can supply suitable pipework with appropriate fittings. I used pipework from a motor factor intended for a lorry air brakes and diesel system and fitted the Lucas fittings to this. Details on how to fit the unions is given in the Triumph 2.5 manual. The original Vitesse fuel pipe is used as to return pipe from the metering unit to the tank. Extra pipe connections have to be brazed into the tank. This is a hazardous operation and was carried out after the tank had been washed out and while the tank was purged with compressed air. The problem with fuel tanks is you cannot get them empty enough.

I rebuilt the engine before fitting it and gas flowed the inlet and exhaust ports and made other small improvements to the engine breathing system. The engine is fitted and produces approximately 140 bph and makes the car quite quick if you consider it is nearly a hundredweight lighter than a TR6. The engine also produces quite phenomenal torque and will pull from 15mph in top if required.

The car was modified approx. five years ago and has had few problems mechanically since then. Contrary to popular belief, the Lucas injection system is reliable if looked after, and gained its poor reputation from garage mechanics who did not understand it. It is also worth a lot of horsepower being as good if not better than tripple Webbers, if properly set up. The TR register produced an excellent article on celebrating the injection system in their TR action magazine some time back.

The transmission is standard Vitesse. The gearbox was replaced last year after 80,000 miles after suffering the usual input shaft/3rd motion shift bearing problems. The diff. is original. Brakes are servo assisted with DS11 pads and VG95 shoes. Suspension uses uprated levers at the rear and Spax dampers at the front with an additional anti roll bar. Wheels are 5½J fitted with 185/70HR13 Goodyears. Mobelec electronic ignition provides the sparks and NGK spark plugs seem to be the only ones that can stand the pace. The rest of the car is almost standard apart from electric windows, halogen headlights, full instrumentation, custom paintwork etc., but no doubt I have bored you enough already.

SPECIAL OFFER \*\*\* SPECIAL OFFER \*\*\* SPECIAL OFFER \*\*\* SPECIAL OFFER \*\*\* SPECIAL OFFER \*\*\*  
ELECTRONIC IGNITION OFFER:

I have already received some orders for this offer, (see September Courier issue). For the benefit of those who have not yet written but intend to, the offer will continue for a short time but I must know numbers soon. If interested, write to the address below and enclose a stamped, addressed envelope.

J C WILD  
TSSC OFFER  
12MACKEREL HALL  
ROYSTON  
HERTS  
SG6 5BS

Roger N. Powell, International Specials Register Secretary.

In reply to Ian Eastwood, Norfolk Area News (Sept '81 issue), I should like to put forward the following points concerning specials:

- 1/. Most specials utilize a Triumph base vehicle which has become mechanically and economically unsuitable for further road use.
- 2/. The 'new' vehicle will invariably use engine, transmission, suspension, brakes, instruments etc., etc., from Herald, Vitesse etc.
- 3/. In many cases the chassis from the donor vehicle will be damaged or have rotted beyond repair (probably similar condition to body).
- 4/. I am told new Herald and Vitesse chassis are virtually unobtainable now. (If you know of a supply, let me know please!).
- 5/. By increasing the membership (even with specials owners!) we are helping to ensure the continued running of our vehicles, and the ultimate survival of the club. The reasoning behind this statement is that in years to come when OEM (Original Equipment Manufacturer) replacement parts have all been used up, we will want to employ someone to specially re-make them for us. I am, of course, referring mainly to mechanical parts, since body panels are starting to be produced by independent manufacturers (see ads in Courier) as supplies of OEM panels dry up. A larger membership will demand a larger parts requirement, which will result in more favourable discount. I'm sure the club would never even consider declining the membership renewal for the enterprising owner of say a Herald who, on finding his chassis had 'expired' elected to build himself a new one to keep his car on the road?

LETTER FROM BARRY NEWITT, CAMBRIDGE:

As one of the very early members of this club, I would like to make some comments on a few points that have arisen at National events recently. Our membership now stands around the 2,000 mark. I can remember when it stood at 20. We all knew each other and why we had got together because we were car enthusiasts and we wanted to see our cars left on the road for a long time. Now we are bigger but not in my opinion, nor others, any better! In fact, we seem to have lost the car image of a National car club and seem to be using it for an excuse for a good old, night long booze up! As well as this the image of our club in the eyes of other car clubs at these national events seems to be a rough and roudy wheel spinning lot! I hope before we get much bigger, that some of you will think of the other club members who have joined the club for the love of their cars and not for an all night long booze up! Because if this is the image of our club, then I and others do not want any part in it. I hope this will not be the start of any splitting of sections of our club, as we have already seen the Bond Equipe Club setting up on their own. We need to be united in our aim as a club and enjoy the trimmings in moderation that go with it.

(I don't think the Bond Equipe Club was formed because of the reason you state, its lightly that Bond owners would join the Equipe club, for individual needs, but also would certainly enjoy their membership of the major club for Bonds The Triumph Sports Six Club who endeavour to help Bond owners through-out the world.) Ed.

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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.

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## LETTER FROM GARETH THOMAS, LONDON SE5:

It seems that there has been some confusion as regards the J type and D type overdrives which I talked about in the last few Couriers.

The D type is the standard unit for the Spitfire 1200 and 1V Vitesse and GT6 having a ratio of 20%. The J type is the unit fitted to Spitfire 1500, 2.5pi, TR6, Dolomite Sprint and has a ratio of 28%.

It is possible to fit the J type unit to a Vitesse and GT6, giving higher drive ratio/greater economy and much greater reliability. I have just fitted this to my Vitesse and find it to be excellent, giving 100mph @ 4,300 RPM as well as being able to stand full third gear torque.

ALSO: For Sale - GT6/Vitesse competition gearbox with brand new Dolomite Sprint J Type overdrive, £220 o.n.o. Tel: 01 579 3649. Also: D type overdrives for sale.

## LETTER FROM STEPHEN MANNERS, BIRMINGHAM:

I planned to renew various panels on my Spitfire, rather than continually fighting the rust-bug. Can anyone relate any problems encountered in fixing such new sections, whether steel or fibreglass.

My second query is, does the car depreciate in value if such panels are replaced in fibreglass rather than original steel? Surely, non-rusting sections are of greater value in the long term. I would appreciate fellow club members comments.

P.S. I would strongly recommend members to purchase a copy of Sports Car Mechanics No. 1. Amongst the many interesting articles included, were: Refitting Spitfire UJ's, putting a six cylinder engine into a Spitfire or Herald, and a number of name checks for the TSSC.

## NEW CLUB

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I am writing to announce the formation of a new club that may be of interest to a few TSSC members who, like myself, also own a Triumph 2000/2.5 type saloon or estate. The Club caters for Triumph 2000/2500/2.5 cars and has been formed to cater for enthusiastic owners of these fine cars.

A Chiltern Area group has already had a few meetings and quite a bit of interest is being shown in other parts of the country. If you are interested and require further details, please contact:



Steve Halls  
Membership Secretary  
The Four Horseshoes  
Oxford Road  
Stokenchurch  
Nr. High Wycombe  
Bucks

Tel: Radnage (024 026) 2265

Small news spot:

Not a lot of people know this.....

DID YOU KNOW that the fastest trains in the world are France's new TGVs, which can travel at 238mph, and are kept safe and smooth by Koni shock absorbers. If you did, I bet you didn't know that TGV stands for Tres Grande Vitesse which is French for "very great speed".

Interesting innit!!

## Nationwide

### ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

I seem to have missed the last two months reports, Aug. report, by being too busy with the club barbeque and then going on holiday and the Sept. report seemed to have got to the editor too late. I would like to send a belated thank you to all who helped and those who came to the barbeque in Cambridge. It seems you all enjoyed it. Thank you for supporting it in the way you did.

Sunday, 13th September saw a convoy of cars from Anglia section leave the Old English Gentleman on a trip organised by Tony Branden to the museum of British Road Transport in Coventry. A lunchtime meet having been arranged at the 'Herald' pub at Canley where we met up with West Midlands members. The afternoon being spent in the museum, which I think is well worth while a visit with many types of cars on display including 1/2 of one of our club cars (a Herald Coupe demonstrating a unit cut down the middle), a couple of hours spent in the museum and then tracks for Cambridge again. I note from membership list and by phone calls, that we have a few new members in our area, welcome to our club, I do hope you will pop in to see us at our monthly meeting at the Old English Gentleman, Harston, 1st Thursday of the month at 8pm. Your ideas and support are always needed.

Next monthly meeting is the 1st October and 12th November (2nd Thursday), AGM Saturday 28th November - Convoy to Northampton. Details of our Xmas dinner and films to be held 3rd December to be ironed out at our next two monthly meetings. See you there.

### AVON AREA NEWS, A B HART REPORTS:

Re. the Yeovil Festival of Transport. As this was the first show stand I had organised, I came across some mishaps, i.e. Other people organising things through the wrong people and not telling me until the last minute. This unfortunately resulted in the Herald chassis not being on show. Indeed many people asked if the club was only for Spitfires and Vitesse's, (these were the only cars on show). My original idea was to have as wide a range of club cars as possible but as I said, due to other people this did not turn out. However, I have already started things off for next year and I hope we will have a bigger and better stand then and perhaps some club posters and signs which the club failed to send this year. In fact I was told we had to buy them. I find this very odd, surely the club has a variety of signs and posters put aside for just this sort of show.... I would like to thank James, Nigel, Paul and all who helped man the stand on Saturday and Sunday.... Finally, congratulations to Nigel and Caroline in holy matrimony.

### CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

Yet another poor turnout for the August meeting, only 5 members present out of a known 30. It was suggested that we hold a competition to see who has the best excuse for not attending! Seriously though, the members present suggested that we had a barbeque meeting and a visit to the Devon area in the near future. Perhaps other members have got some ideas regarding meetings - if so, please contact me at Truro 78549.

### Forthcoming meetings:

Friday, 30th October at the Fox and Hounds, Comford on the A393 between Redruth and Falmouth.

Friday 27th November at the Hewas Inn, Sticker on the A390 near St Austell.

Sunday 20th December, Christmas meeting at 12 noon for lunch at the County Arms, Truro (nr. County Hall).

All Friday meetings commence 8 - 8.30pm.

### DEVON AREA NEWS, STAN WALTERS REPORTS:

August has proved a very busy month for some of our members, 8th and 9th of August saw quite a few of us at the Yeovil Festival of Transport and a very enjoyable weekend it was, I hope this will now become an annual event as it is something that we in the South can get to without too much 'Jet Lag'. The driving tests proved great fun with 5 Triumph entries. Congratulations to Liz in her 948 Coupe, who put all the men to shame and carried off a trophy.



We held our monthly meeting on 23rd August, a week early owing to quite a few of us going to Stoneliagh. We had a very good turnout of 12 cars and 20 people, I am very sorry that I did not get to meet the 3 lads from Exeter in the Vitesse who had to dash off early for some reason. Welcome to the new members who were attending their first meeting and to the two members of the Rover Car Club. A very interesting meeting was had and we hope to return the compliment and attend a Rover Car Club meeting in a few weeks time. I believe this sort of thing could be invaluable to all car clubs, we can learn a lot from each other. Devon area was well represented at Stoneliagh with 4 cars attending and some 7 people, excellent considering it's a 200 mile trip. The Show was, as usual, excellent, but as I expect will be discussed by many other club members, the camping arrangements were rather cramped, some tents only 3 or 4 feet apart which left no room for cars - so where were the 50 spaces booked and paid for? Thanks to the Bond Equipe stand, I managed to get some good spares for my Vitesse, where were all the TSSC spares we're always hearing about?

Thanks to Dave Bayliss for the list of Area members, I've only met about half of these people so come along to our next meeting and join in the noggin and natter. Last Sunday of each month, Dartmouth Inn, Totnes, 8pm.

#### HERTS AREA NEWS, ANDY FFOLKES REPORTS:

Our next major event is a Treasure Hunt on 25th October. This will start and finish at the Woodman, Wormley West End and participants should arrive before 2pm. The club night on the 28th October, brings us to an end of another club year in Herts. Therefore, some of that evening will be spent reviewing our efforts over the last 12 months as well as reports from the Committee and of course, re-election of the Committee. Since we hope to have a larger than usual turnout on this night, we would appreciate any local member giving his or her opinions of TSSC (Herts) as to any improvements that could be made. These can then be discussed at the time. Nominations for the positions in the Committee will be accepted on the night. The meeting will start at 8.30pm so as to give time for socialising afterwards. The venue is the Woodman, as usual.

#### NORTH LONDON AREA NEWS, STEVE WILLIS REPORTS:

Bank holiday, much to my surprise, there was yet another good turn out and many new faces which I hadn't seen before. We also had our first Kit Car which was a Merlin of the early type. The meeting was cut short owing to most people darting home to see the Omen on TV. I have written to Lord Thames about the matter and he said, 'it won't happen again'. 7th September at the Cambridge was a little better with two new faces and two old ones. Their cars were very nice, a GT6 MK111, and a Spitfire MK111. We spent the night in the saloon bar talking about the high cost of insurance and general things. If more people attend this meeting, we will be able to get things moving.

#### Forthcoming meetings:

At the Apex roundabout, meeting at the Royal Scott, 8.30 on the last Monday, 28th Sept. At the Cambridge roundabout 2nd Monday, 12th October. Any queries, please ring Potters Bar 51769. I shall be on holiday but arrangements will be made.

#### NORTH WALES AREA NEWS, MIKE STEWART REPORTS:

Our last summer meeting was held at The Stamford Bridge Inn, a few miles out of Chester. Six of our number turned up for the usual chat with drinks of course. I am at a loss to know why, that despite my efforts to organise meetings in pleasant pubs in my area, it seems that interest is on the decline and I have to rely upon THE OLD FAITHFULS. I do not see the point of YOU NORTH WALES MEMBERS of belonging to this club if you do not attend our meetings. Perhaps you might make a special effort to attend next time. It is my intention to hold an afternoon lunch meeting in late November at the BRYN HO WEL Hotel Llangollen. It is a beautiful location, set in the Vale of Llangollen and anyone within travelling distance of my area is welcome to attend. WE ARE MOSTLY ENGLISH SPEAKING. This venue will be held on a Sunday in November - starting 12 noon - cost £5 - please remit direct to my home address - I will send you a receipt, with confirmation of date, times and directions. Any member who fancies a trip into North Wales is welcome. Closing date 31.10.81 Please ring or write if you require further info. Or telephone 0270 65322, daytime weekdays only.

Our next venue will be on Monday 12th October, 1981, 7.30pm. Fox and Grapes Hotel, Hawarden, Nr Queensferry, N. Wales. Intersection of A550 and A55 (centre of Hawarden Village).

#### NOTTS AREA NEWS, CHARLES HENDERSON REPORTS:

The last meeting of the area was held on September 9th and we had a turnout of 7 cars: 3 Vitesse, 2 GT6's, 1 Spitfire and 2 Specials. I would like to apologise for putting the wrong date in the last Courier; I could say that the calendar was wrong, that my glasses were on upside down or that somewhere we had a 'leap day', but the naked truth is that it was just pure old fashioned human error. It won't happen again, in fact, just for the record, here are the dates for the rest of the year:

October 14th

November 11th

December 9th

Please ring if these aren't Wednesdays.

If you find all that too technical, just remember the second Wednesday.

I thought it was time to suggest a club activity, thinking of an autotest, area concours or treasure hunt, this suggestion met with no response other than 'let's have an area pub crawl' from a nameless GT6 driver ..... Perhaps in support of that comment someone procured a CAMRA Guide in an attempt to find an alternative venue, since both the landlord and the beer have changed at our present meeting place. But for the time being, meetings are still at the Bramley Apple, Southwell, (A612 out of Nottingham) on the above dates at approx. 8.30pm. Geoff and his mate have come up with what must be the ultimate in anti-theft devices for a Vitesse: Not satisfied with a removable gearstick, it is now proposed to have a quick release body, which can be removed from the chassis and replaced when the shopping is finished! Finally, on a more serious note, a member in the area had his Vitesse stolen from Sutton-in-Ashfield shopping centre on 14th August. The car is a White MK11 O/D Saloon with a British Racing Green flash, registration number RCT 470H. So if you see it, or know where it is, please contact Ray Jepson on Mansfield 56049 at home or 54845 work.

#### OXFORD AREA NEWS, JOHN CUDMORE REPORTS:

August meeting was our usual well attended affair with Club General Secretary, Bob Notley paying an unexpected visit. Nice to see you at Oxford again, Bob. The second surprise was the arrival of a ghost from my past. In September 1971 I bought a new Herald 13/60 Convertible in Saffron (one of the last built) and, like a bad penny, it reappears, ten years after I had first seen it. Not quite in the same condition, of course, but nevertheless still alive and well. How suited Saffron with black trim and hood were to convertibles.

Later in August, together with East Berks Area, we visited West Wycombe Motor Museum, opened especially for us by Robin Wood, the owner, who conducted us around personally. It's small, with only 14 cars on display but each with an interesting background and mainly biased toward competition cars. Robin actually started up a 'C' type Jaguar that was 4th at Le Mans in 1953 - what a super sound and I wish I had taken a tape recorder. Also on display was the only supercharged Bugatti Type 40 built by Bugatti for his daughter. Absolutely beautiful. The evening was ended with pancakes, courtesy of Mrs. Wood, consumed under the stars, by candlelight! Even later, Andy Jones and a member from East Berks were given runs by Robin Wood in his 1932 Invicta 4½ litre at 85 mph with no windscreen for the passenger, just an aero screen for the driver! It's a type that won 1931 Monte Carlo Rally and raced at Brooklands and Shelsley Walsh, capable of 0 - 100 mph in top! An exhilarating experience according to Andy. All very enjoyable and thanks, Chris, for arranging it all. Super! We will come again when the Triumph Vitesse, pre-war variety arrives.

Paul Lucas, Ian and I went to the September Prescott meeting to watch John Griffiths perform on a beautiful day. John bettered his best time on this difficult hill by a full 2 seconds and the hill record was beaten about 5 times, conditions can only be described as perfect. A few other members were also present including Paul Lucas (mark 2), another Oxford Area member (which reminds me, I must visit his pub in Guiting Power sometime).

September meeting was a quiet affair, with yet more new faces - two young nurses from the John Radcliffe Hospital. It was marred by the non-appearance of Paul Lucas from Wendover who, I later learned, had written off his nice new Capri 3000S and put himself in Wycombe Hospital. Latest news is that he has a broken nose and facial cuts but is on the mend and we hope to see you soon Paul, fully recovered.

Monthly meetings at the Grapes, Yarnton, Oxford (just north of the city on A34) from 7.30pm second Wednesday each month.

P.S. Jimmy Carter's Herald 13/60 Estate and Steve Little's Vitesse Convertible seen in resplendent condition on the club stand at Stonleigh. Keep up the spit and polish lads, we are proud of you.

#### SALISBURY AREA NEWS, MARCUS BROWN REPORTS:

The August meeting saw a total of 12 people (would have been 13 if I had turned up but I was in Edinburgh at the time!). Apparently a splendid time was had by all. Hopefully everybody now knows about our change of venue - to the Greyyfisher, which is just outside Salisbury on the Bournemouth road. The October meeting will be on Thursday 15th from about 8.30 on - see you there!

#### SOUTHERN AREA NEWS, TONY FARBY REPORTS:

Our meeting on the 1st September was another well attended one with something like 16 people turning up. Much time was spent discussing the impending treasure hunt on the 6th. The treasure hunt itself was, I feel, a great success with 12 cars lining up for the start at Wickham square on a perfect Sunday afternoon. Most of the starters were club cars including Spitfires, Heralds a GT6 and several Vitessees including one roofless saloon! The numbers were made up by an MGB, a Fiat 128, two minis and southern area stalwart Trevor Jones in his (t) rusty Fiat 124. First prize went to Roger and Cherry Rixon who managed to get a total score of 87 points out of 100. 2nd prize, I'm glad to say, also went to a club member - Chris Johnston and his girlfriend Jenny in a MK111 GT6. The 3rd prize went to two non club members in the Fiat 128. There were a few mishaps - Geoff Bell missed the first clue and subsequently, got slightly lost. Trevor Jones looked extremely harassed when he finally arrived at the finishing point! As for Lawrence Smith in the roofless Vitesse Saloon, we are still looking for him! Thanks to all the competitors for their support of the event, especially to Colin Harrison, who travelled down from Haywards Heath.

Our next meeting takes place at the usual time and place - 6th Oct. (1st Tuesday monthly) at the Good Intent, Horndean from 8pm.

#### STOUR AND AVON AREA NEWS, STEVE ELLIS REPORTS:

Our AGM held 8th September, produced no surprises but at least no one was seen to fall asleep during the proceedings. Neil Williamson and Jon Burton agreed to carry on as events, and spares secretary respectively. Yours truly will continue as Area Organiser - better pay my sub! The turnout was not as large as usual but it was good to see some new faces, especially one behind the wheel of a Bond. Jon Burton continues to accumulate long lists of spares but has had very few enquiries, so if it is spares you need and you are in Stour and Avon or Salisbury areas, ring Jon on Salisbury 25458.

Regarding October's meetings, please note that our regular second Tuesday meeting will be held at the FERNDOWN HOTEL, unless otherwise advised. The hotel is reached westwards from the Whincroft on the A31. Go through 3 sets of traffic lights and it is on the right. Please note, this arrangement is for ONE MONTH ONLY.

OCTOBER: Tuesday 13th, noggin and natter at the Ferndown Hotel.

Sunday, 18th October - John Snook's Treasure Hunt. Promises to be good so don't miss it.

NOVEMBER: Tuesday November 10th. Noggin and natter at the Whincroft Hotel, Ferndown - Technical Queries Evening.

Don't forget the AGM on the 28th November.

#### THAMES AREA NEWS, HILARY OWEN REPORTS:

On August 15th, a convoy of Thames Area members travelled down to Sussex to visit the Bluebell Railway. After an excellent lunch in a village pub near the railway, we drove to Sheffield Park Station where our club cars made an impressive sight lined up in a specially reserved parking area. After a steam hauled return trip on the railway, we set off for the coast via Ditchling Beacon. However, unknown to us, a splinter group had left the convoy, reporting later that they had missed the turning but we are assured that their search for Brighton Nudes was not in vain! When do we see the photos Mike? Our area meetings are held at the Bell in Hampton (on the A308) at 8pm. Forthcoming dates are October 1st and 15th and November 5th and 19th. We look forward to seeing any new members.

NEW AREA  
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Calling all TSSC members living in Derbyshire area. How about forming an area meeting based around junction 29 of the motorway. If so ring Dave Pearson on Ripley 873243 as soon as possible.

#### WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

Due to the ever increasing petrol costs, the turnout of members from West Yorkshire at our Selby meetings were beginning to suffer and it was generally agreed that the formation of a West Yorkshire branch would increase ACTIVE membership. By coincidence, Charles Henderson wrote into the Courier (Sept. issue) and mirrored these sentiments. A meeting was held in Huddersfield and the response from members in the Leeds area was very promising, their reasons for not attending the Selby meetings was as we predicted i.e. too far to travel. To the members who were contacted but due to the short notice given, could not attend the meeting - you will be getting a bell when the next venue is decided.

#### WORCESTERSHIRE AREA NEWS, TREVOR BROTHERTON REPORTS:

As I mentioned in the last Courier, we were having a picnic on the 23rd of August which was really good. It was a lovely sight to see all the cars parked together on the river banks, surprisingly Heralds dominated the day with only one Spitfire, GT6 and of course my Bond Equipe. The weather was perfect for us being hot and sunny with everyone enjoying themselves making a pleasant change from the usual boring Summer day.

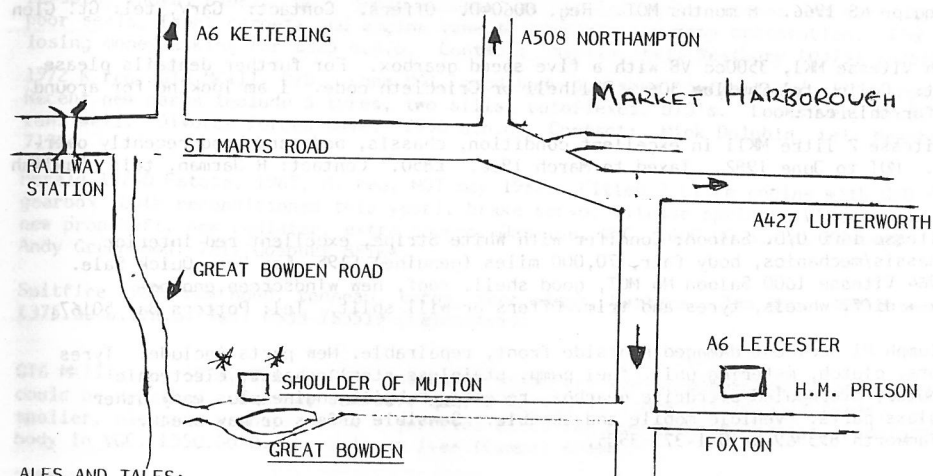
Our monthly meetings are still going well with another good attendance, 11 cars turning up with the majority of people coming from Worcester, all new faces. A quick mention to all the first meeting members who have disappeared ....COME BACK please to make our meetings even stronger and more enjoyable. If the growth continues at this tremendous rate, we will have to get the landlord to extend the carpark! Seriously though, please keep coming to the monthly meeting, the more the merrier. Meetings are still being held at the Coach and Horses, Harvington, Nr. Evesham.

#### LEICESTER AREA NEWS

NEW VENUE  
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THE SHOULDER OF MUTTON, THE GREEN, GREAT BOWDEN, NR. MKT. HARBOROUGH, LEICS.

Set on village green, good ale, food, video facilities, club room, well lit parking area. First meeting 28th October 1981, and the last Wednesday of each month.



#### ALLES AND TALES:

Will all Area Organisers please note: Please DO NOT send Area News to me, Dave Bayliss, as there has been a change of policy regarding items for inclusion in the Nationwide column. Due to the large number of areas, my deadline (10th) was too close to Bill's (15th) and wasn't allowing enough time to set up and produce The Courier and include all the Area News. Please give Bill a fighting chance by sending him your Area News immediately after your Area Meetings.

On another matter, all members will be receiving election forms for, amongst other things, election of Area Organisers. The form and instructions are straight forward and are what you, the Area Organisers, asked for. That was the right to elect your own Organiser within your area. The 1981/82 Area Organisers will be notified by post and results will also be announced at the AGM on November 28th.



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

H reg. Vitesse Convertible, 2 litre with overdrive, long MOT, low mileage. £475 o.n.o. Contact: Ms A M Fitchett, tel: Swansea 296075.

1966 Vitesse which is in the process of a major overhaul. Has been in daily use, good tyres, body poor, transmission poor, new clutch, engine OK, new chassis fitted 3 years ago, taxed and MOT'd until October. £40 or swop for W.H.Y. Alternatively interested in Bond body and chassis. Contact B M Seward, 32 White City, Crowthorne, Berks.

Triumph GT6 MK11, reg. no. YDH1G. First registered in Jan. 1969. MOT until May. Low mileage for year. In excellent condition complete body overhaul including respray in white. Extras include sunroof, O/D, rear seat, HRW. Marriage and mortgage forces quick sale. Only £700 o.n.o. Contact: Leslie Jessop, tel: Dorset 5288 anytime.

1969, H reg. GT6 MK11, Valencia Blue, genuine 43,000 miles, in original condition, O/D and many expensive extras. Taxed and MOT'd. Offers around £1,500 for this rare example. Contact: H Coman, tel: (Liverpool) 051 733 0364.

Triumph Vitesse MK11, O/D. Wedgewood Blue. Reg. October 1969, LDR 572H. Immaculate condition throughout. Recent new suspension, back axles and diff. Extra include HRW, stereo radio/cassette, power assisted Girling brakes. £900. Contact Graham Williams, tel: Plymouth 45848 after 6pm.

GT6 MK11, 1971, J reg., only 59,000 miles, MOT April 1982, O/D, Kenlowe, radio, excellent condition, £850. Contact: Mike Hunter, tel: 01 657 0296 (Croydon area).

GT6 MK11 1973 L reg., 60,000 miles, 11 months MOT. Excellent condition. Colour: Emerald Green, O/D, new sills, shock absorbers, brake pipes. Must be seen to be appreciated, £1,350. Contact: Victor Bozward, 27 Coningsby Drive, Ferdale, Kidderminster, Worcs. Tel: Kidderminster 741447.

Bond Equipe 45 1966. 8 months MOT. Reg. 00604D. Offers. Contact: Gary, tel: Gt. Glen 2180.

Triumph Vitesse MK1, 3500cc V8 with a five speed gearbox. For further details please contact: Colin, tel: Chwilog 306 - Pwllheli or Criccieth code. I am looking for around £2,000 for this car.

1969 Vitesse 2 litre MK11 in excellent condition, chassis, body and hood recently overhauled. MOT to June 1982. Taxed to March 1982. £850. Contact: R Jarman, tel: Dawlish 865449.

1965 Vitesse 1600 O/D. Saloon; Connifer with White Stripe, excellent red interior Good chassis/mechanics, body fair, 70,000 miles (genuine) £195. For Very Quick Sale. Also 1964 Vitesse 1600 Saloon No MOT, good shell, roof, new windscreen, engine + gearbox + diff, wheels, tyres and trim. Offers or will split. Tel: Potters Bar 50167.

2.5 Triumph Pi Accident damaged nearside front, repairable. New parts include: Tyres injectors, clutch, metering unit, fuel pump, stainless steel exhaust, electronic distributor, overhauled overdrive gearbox, recently rebuilt engine plus many other fibre glass parts. Vehicle mobile and towable. Sensible offers or may break. Tel: Tamworth 893969 or 021-373-3505.

1967 Triumph Herald 1200 drophead. Signal Red, black trim and hood, 75,000 miles. History available, also written and photographic history of two-year restoration. 12 months MOT. 6 months road tax. Fully rebuilt; engine overhaul, new clutch, suspension, brake parts etc. New hood, interior trim and fascia etc, new bonnet, doors, bootlid, sills and front valance. Must make way for Vitesse drophead, Offers around £895 for this immaculate car. Tel: Middlesbrough 825272 after 5pm please.

1965 Triumph Herald Saloon (Genuine 14,000) miles in the process of being restored unable to keep car up for sale. Contact M.J. Wilson 46 Western Way Alverstock Gosport Hants.

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

1971 Vitesse 2 Litre. Steering Lock/Ignition Key Model. WOULD make ideal restoration project. Runner Taxed but no MOT. Number of extras. £300 O.n.o. Tel; Leamington Spa 38106 for details. Evenings after 6 pm.

Triumph Vitesse 2 Litre Convertible, Mark I, 1967, 79,000 miles, MOT Jan 1982, one family since new. Very good condition inc hood, tonneau and hood cover and upholstery radio. Also many spares inc; engine, gearbox, diff, suspension, glass, hood frame, Offers over £800 for the lot or will split spares. Tel: Locks Heath 83471, evenings or weekends.

Triumph GT6 MKIII, M reg., Magenta in good condition and much admired. RE-trimmed and new carpets throughout. Many new parts including clutch and recent suspension overhaul, Regrettably for sale due to forthcoming firm's car. £1,375 O.N.O. Tel; Bollington 74533.

Triumph Vitesse 6 collectors car, restored, immaculate, MOT, Taxed, over £900 spent on new parts, Bills available. Emigration forces quick sale, Hence only £850. Tel: East Grinstead 22185.

1968 Triumph Herald 13/60. As NEW. Stored in heated garage. 19,538 miles from new. Contact: S Hodson, tel: Bolton 23436.

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GT6 MK11. November 1973 in Pimento Red, immaculate throughout, taxed January 1982, MOT August 1982, Ziebart rustproof treatment, 47,000 miles, Hitachi radio/cassette with Pioneer speakers, overdrive, Sundym tinted windows, cloth reclining seats, four new G800 custom rib tyres. Contact: R C Beasley, tel: Swanley (Kent) 68813.

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Regretful sale due to lack of facilities, Vitesse MK11 Saloon. New door skins, sills, rear quarter panels, valance, battery and outrigger. New Stag foot plates. Full re-spray (Royal blue). Only needs external re-fit (all bits present and correct), poor seals, front carpets and engine tune to complete a worthy restoration. I'm losing money asking for £325 o.n.o. Contact: Martin, tel: Westbury (0373) 822819.

1972 K reg. GT6 MK11, O/D. Long MOT, good body but some roof/screen/ pillar rot. Recent new parts include 5 tyres, two sills, rototexes, U/J's. Looks very nice, runs well. Divorce forces sale. £950 o.n.o. Contact: Mick Dolphin, tel: Measham 71326.

Herald 13/60 Estate, 1969, H. reg, MOT may 1982. Fitted 2 Litre engine with O/D gearbox (both reconditioned this year), brake servo, Vitesse springs, Vitesse bonnet, new propshaft, new radiator, extra gauges, Jasmine, VGC. £600.00 o.n.o. Contact Andy Greenwood. Tel: Gosport 88164.

Spitfire 1967, new hood, tonneau, tyres, rear wings, battery. Tax Nov. MOT 9 months £375.00 o.v.n.o. Tel: 0533 783519 (Leicester).

GT6 MKIII, Aug 1973, White, O/D, insurance write off due to windscreen frame damage could be repaired. Car has sunroof, quartz halogens, 5 new 175/70 x 13 tyres, spoiler, electric washers, wood - jeffries elec. fan Excellent mechanics, remainder of body in VGC. £550.00 O.n.o. Tel: St Ives (Cams) 69364.

1976 'R' Spitfire 1500 Hard and Soft tops, new clutch. Recon. engine and diff. Super Red bodywork £1550.00 O.n.O. Tel: 0375-72078 Days 0375-6-74945 Evenings.

Triumph Vitesse MKII Converible 1971, overdrive, alloy wheels, waxoiled, all valances and sills removed, resprayed and refitted, excellent condition. £950.00 Tel: Hemel Hempstead 50218. R. Cartwright.

1969 Bond Equipe G.T., resprayed, new shock absorbers, servo assisted brakes, totally reconditioned MKII engine, still running in, full S.A.H. stage 2 conversion except head, 5 new tyres, taxed and MOT. OFFERS Tel: Hitchin (0462) 35092.

Herald 1200 1962. Present owner since Two months old. Condition of car can only be described as immaculate. Total milage less than 18,000, finished in Lilac/White. Taxed and MOT, good home now sought due to bereavement. OFFERS around £750. Contact Mr. Gross 061-427-4245. Evenings.

1966 Spitfire MKII Fitted with recon Vitesse engine, engine covered about 5,000 miles car 45,000 miles. MOT until October, car has not been on road for 1 year. Engine has SAH head, car in good clean condition, body partly rebuilt, waxoiled Lots of work been carried out with bills to prove. Contact: Gary Lawrence. Tel: Cambridge 834125.

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#### CAR STOLEN CAR STOEN CAN YOU HELP?

Triumph Vitesse MKII stolen on Friday 4th Sept 1981 in Denham Bucks. Details of car: THE car is White Saloon with blue interior, black perspex number plates with the number XPL 615G, the car is in immaculate condition and completely standard. Engine Numbet HC 51670 HE. Chassis No. HC 51384 DL. If anyone has any information could they phone me on Denham 833822 and during the day 01-402-5381 Ext 249 and reverse the charges. Thanks Nick Fairweather

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CARS WANTED\*\*\*CARS WANTED\*\*\*CARS WANTED\*\*\*CARS WANTED\*\*\*CARS WANTED\*\*\*CARS WANTED\*\*\*

Triumph Herald Convertible. Tel: KINVER 2488. Christopher Widdowson.

Vitesse MK II (preferably Convertible) 1970 or 1971 - must have good engine and sound chassis and bodywork. Contact Stuart Rees. Tel: Eastbourne 34222. (evenings).

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

1300 cc new British Leyland short engine, still in crate. Ex Triumph Clearance, Redditch. £100. Contact: A Bird, tel: Biggleswade 315023, after 7.30pm evenings.

1973 Spitfire MKIV write off for sale: Front end damage. Recent new tyres, gearbox, hood etc. Also Lenham fibreglass hardtop for sale for same car - immaculate. For further details, contact: Martin Goodall, Tel: Shepherdswell (Kent) 830411 after 6pm.

Five good 165 x 13 Radials on 5½J rims - suit Vitesse, GT6 etc. £10. One seat for a Bond Equipe 2 litre GT, a bit tatty but better than only having one! The two splits are in the usual places, £5.00. Contact: Rod Towler, Bramble Park, Trottisccliffe, Maidstone, Kent.

New Steel Vitesse/Herald body panels: Door bottoms £3.00 per pair. Rear quarter panels £2.00 per pair. Rear panel/valance £1.00.

New rear silencer and centre section £5.00  
Brand new Avon tyre, 185 x 70 x 13 (worth £35.00) complete with 5½" steel wheel

Second hand spares etc: Vitesse/Herald tan rear seat and side panels (good) £5.00  
Restored front door capping, £1.00. Vitesse 2 litre chassis, thoroughly de-rusted and wax injected (cut to suit kit car Gentry etc.) £7.50. Contact: Phil Denham, tel: Newport 0633 273346 after 6pm and weekends.

13/60 Herald Estate, H reg. breaking for spares. Most mechanical and trim items available. Contact: Steve Snook, tel: Westerham 64229.

John Hill's MGB Centre Redditch are offering Herald hoods and also a number of Herald tonneau covers, as well as Spitfire hood and tonneau covers. If members are interested please contact Dave, tel: Redditch 63555 - I feel sure you will be pleasantly surprised to learn the new prices.

Spares on offer by Kaplan and Co. Ltd., 268 Dawlish Road, Selly Oak, Birmingham.  
Tel: 021 472 0708:

Spitfire/GT6: Bonnets, £95. Boots, £25. Doors, £25. Doorskins, £10.

Herald 13/60: Bonnets, £80. Doorskins, £10. Front Valences, £15.  
PLUS MANY MORE BITS.

#### Parts For Sale cont'd

Vitesse 2 litre MK1 gearbox with O/D, mounting plate, propshaft and relay. 13/60 bonnet. Vitesse 1600 chassis complete with suspension, brakes, hubs wheels, diff and propshaft. Bonnet, boot lid, fuel tank. Reconditioned steering rack. Aluminium bumpers, wood door cappings, windscreens, front, rear and side. Heater, wiper motor. Steering column and steering wheels. Boxes of other Vitesse parts, trim lights etc. Space required, so the lot can go for £150. Contact: Granville Watts, tel: Orpington 23230.

Owners Handbook for Herald 948 Saloon. Printed in August 1966. Good condition, Offers. Contact: S A Snook, tel: Westerham 90959) 64229.

Set of four wire wheels, spline adaptors and spinners to suit club cars. £75 o.n.o. Also one light/dark blue Vitesse Saloon drivers's door. v.g.c., £15. Contact: Graham, tel: Potters Bar 51976, after 7pm.

Spitfire MK111 chassis, £10 - buyer collects. 1600 Vitesse front vert/link assemblies complete with hubs, calipers and trunnions, £8 each. 1600 Vitesse propshaft, £5. Contact: Stan, tel: Plymouth (0752) 700555.

New, genuine parts. Parts catalogues for Spitfire 111/1V/1500, GT6 1/11/111. Repair manuals for Spitfire 1V, Vitesse 2L, GT6. Handbooks for Vitesse 2L 1/11, GT6 1/11, 13/60. Plus a steadily growing range of body and mechanical parts for all models. Contact: John Mann, tel: Chesterfield 71036.

GT6 MK11 bonnet for sale. Good condition. Contact: Allan Coombes, tel: 01 398 4166, (days).

Will break rusty 948cc Herald, 35,210 miles only. Mechanics too good to scrap. Engine G27430 HE, gearbox, rear axle etc. Available to keep yours going. Possible delivery of parts. Any offers to Andy Lee, tel: Gloucester 713161 (evenings).

Vitesse roof (black) with recent sunroof (white and v.g.c.), plus all glass. Rear pillars - a bit rusted and roof needs new headlining, hence only £45 o.n.o. Bootlid with a few mishaps, £3 or free with roof. Spare windscreen (in addition to one above), £7. Pair of rust free doors with new exterior window seals, need repainting and glass a bit scratched, £20 o.n.o. Set (4) Vitesse headlights with 1965 Vitesse six headlight surrounds, £5 or free with roof or doors. Will gladly swap all or some of the above for GT6 3.27 diff with cash adjustment depending on condition. Contact: Simon Nobes, tel: Dorch (0305) 67973.

Triumph MK GT6 and 2000 MK1 spares: Triumph 2000cc engine with GT6 head and a pair of 150CD Strombergs, complete with manifold, £30. GT6 gearbox, good condition, £10. Triumph 2000 gearbox with overdrive unit, good condition, £20. Triumph GT6 SAH rear suspension camber unit, £15. Triumph 2000 head, £5. Triumph straight six 1600cc engine block (only needs head), £10. A pair of 150 CD Strombergs, with manifold, £10. SAH rocker cover, £15. GT6 chassis, £10. Armstrong 4 way adjustable dampers, £10 pair. WHOLE LOT £85. Contact: Ian Cox, The London and Southern Counties Motor Racing Assoc. 2 Postboys Row, Between Streets, Cobham, Surrey. Tel: Cobham 7541 - usually in Tuesday and Thursday nights.

Vitesse MK11 bonnet. Fair condition. Rust around side lamps. No trim, no electrics, £30. Boot lid - good condition, no trim, electrics or lock, £5. 2 horns, both working, 50p each. 2 MK11 bonnet badges, 25p each. 2 bonnet clasps, £1 each. Contact: Charles Murray, tel: 061 980 3443 after 6pm.

1600 Vitesse engine complete. Condition not known. 2 sets of Stromberg 150 CD carbs. 1 set brand new. £75 to lot. Contact: Dave, tel: Coventry (0203) 367544.

Spitfire engine: 10 stud 1147cc, block bored out to 1298cc. Reground crankshaft with new undersized bearings and thrust washers, plus many useable engine parts including gearbox. Tel: 0954 30314. Nr. Cambridge.

Genuine British Leyland hood for Spitfire Mark 4, nearly new £25.00. New Tonneau cover for Herald/Vitesse Convertible £20.00. Contact: Dennis Watson. Tel Peterborough (0733) 241990.

Offers invited for the following; Complete set of wire wheels including hubs, discs and half shafts. Five steel wheels two with dunlop tyres. Hard top less rear glass. Petrol tank. Two seats. Chassis in good condition. New distributor. Pair S.U. carburettors with manifold. All parts for Spitfire MK III 1970. Contact Mr. C. Allen Tel: 01 267 4041, after 5pm.



# Sale Of The Century:

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Triumph Spitfire MK111 dismantled for spares, all parts are in a clean, servicable condition. They are also CHEAP, CHEAP, CHEAP.

New sills, £5. Gearbox and bellhousing, £10. Twin SU carburetors, £10. Manifolds for above, £5. Dynamo, £5. New windscreen, £12. Sports steering wheel, £3. Radiator, £8. Heater and motor, £5. Fuel tank, £5. Fuel filler cap, £1. Fuel pump, £1. Front and rear bumpers, £2. Steering rack complete, £10. Prop. shaft complete, £8. Soft top frame, £10. Distributor and cap, £3. Hub caps and trim set, £5. Set, one only, £2. Bonnet catches, one pair, £2. Flex drives, £1. Voltage regulator, £1. Ignition switch and keys, £1. Starter solenoid, £1. Mirror, £1. Head lights, £1. Wheels and tyres (set), £12. Suspension and chassis parts available on self removal basis - no corrosion on chassis. Contact: Mrs Rollo, tel: Lincoln 753399 after 5.00pm or Scampton 421 ext. 324, office hours.

13/60 Tonneau cover and a 'Coupe' type hard top (in primer) for Vitesse/Herald. Contact: Alan Jarvis, tel: 01 673 2461.

Bonnets for Herald 13/60, Spitfire 1V/1500, GT6 MK111: I have several damaged bonnets for these cars, ages range from K to W. I intend either to have them professionally panel beaten or new top panels fitted, according to individual requirements. Prices should start at around £50. I still have all kinds of other bits for club cars. If you need anything, or just for advice, contact: Mick Dolphin, tel: Measham 71326.

GT6 MK111 propshaft with new UJ for O/D model, £10. Contact: R C Beisley, tel: Swanley (Kent) 68813.

Works hardtop (steel) for Spitfire MK11/111, also boot lid. Offers invited. Contact: Dave Barson, tel: Sandiacre (0602) 391478.

Vitesse/Herald front parcel shelves (full width below dash) finished in VNL leathercloth. £8.50p including post and packing. State colour with order to: Eddie Evans, 24 Holland Park, Barton-under-Needwood, Staffs, DE13 8DU.

PARTS WANTED \*\*\* PARTS WANTED \*\*\* PARTS WANTED \*\*\* PARTS WANTED \*\*\* PARTS WANTED \*\*\*

Bootlid (steel) for MK1V Spitfire in good condition structurally. Brown or any colour, door trim for same in good condition - no warping please. Contact: Alan Caulfield tel: Wendover 623535, ext. 514 and leave your telephone number.

Spitfire MK1V hardtop, steel or fibreglass, any colour. Good price paid. Contact: Andy Smith, tel: 01 531 2781.

Pair of car seats to fit MK1V Spitfire (reclining), in good condition. Contact: Gerry Whiting, tel: Melksham 708215.

For MK1V Spitfire, hood and frame plus Works Manual and parts list for purchase or loan. Contact: Peter Jacklin, tel: Peterborough (0733) 232818.

Tinted glass for drivers door (GT6) or possible cheap complete door. For sale various plain glass for above. Also speedo (3.89) and switches from 72 dash. All cheap to fellow members. Contact: Derek Burdekin, tel: Coventry (0203) 616202.

Front lower panel for Herald 13/60. Must be steel. Contact: John Griss, tel: Malton (Nth. Yorkshire) 2277.

Good engine for Vitesse 6 (preferably 1596cc) Contact: Stuart Rees. Tel. Eastbourne 34222 (evenings if possible).

Right hand wing front wing for a Vitesse in good/new condition

Right hand front wing for a Vitesse in good/new condition, also Overdrive gearbox unit, prop, solenoid etc, for 2 Litre Vitesse. Contact: Oliver St John. Tel: Salterton (03954) 2621 anytime.

Complete 2.5 engine either Twin Carbs or P.I. any condition considered. If required a part exchange for a GT6 MKIII 2 Litre engine complete with carbs which has covered 53,000 miles. Tel: Royston (0763) 42058. between 6&7 if possible. Jonty Wild.

Servo in excellent working order, for late MKIII GT6 (comm. no. KE 20,000) onwards Hopefully within reasonable distance from Cambridge. Tel: 0954-30314.

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

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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.

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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.

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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



STOP PRESS - LATE NEWS!

NORFOLK AREA NEWS, IAN EASTWOOD REPORTS:

Sorry I got last months date wrong. However, 22 people turned up - our best meeting to date. Hello and welcome to Yvonne Antie and to Steve Middleton, our first Bond.

Area Event:

25th October, Treasure Hunt. Will meet at 10.30 at a yet to be decided pub. Return at around 1 for prizes and food. The entrance fee of £1 per car and two occupants includes food and some towards prizes. For non-participants, extra passengers, the cost is 50p for the food. Bring the family and make a day of it.

The prizes will probably include a 5 litre can of oil, spanners, sweat shirt (TSSC) and even a trophy.

For more details and tickets, write to:

Ian Eastwood  
13 Newton Close

Trowse

Norwich NR14 8TX

ENCLOSE A SAE PLEASE

This should be a good opportunity for members who don't get to meetings to meet each other. The area Christmas Dinner has not been finalised yet but will probably be around £6 per head. More details at the next meeting or send an SAE to above address. See you all next month at the Kings Head, Hethersett at around 7.30pm on 13th October (honest!). P.S. Parts for Sale: One pair MKIV non reclining black seats. Excellent condition. Best offer secures. Ring Ian Eastwood on Norwich 663855.

SOMERSET AREA NEWS, NICK BRADBURY REPORTS:

First meeting held at the Trisin Sun, Kanpp (off Northbury road from Taunton). Future monthly meetings to be held there till further notice. Next meeting will be held on Thursday October 1st at 8pm. After several calls to known members, only 2 of us turned up as far as I know, including myself. After several jars and a long natter, mostly on improving G16 MK1 suspension, we decided to depart about 10pm.

(Please note, as advertised in every Courier, the deadline is the 15th of the month and the magazine is posted on the 30th of each month, second class. Your news was received by us on the 17th of September and obviously, it will not reach members before the 1st! Perhaps you can alter your meeting day and in future recognise the deadline. ED)

AND FINALLY

Oh what a marathon this month has been. It seems that every month more and more is going on, obviously a benefit to the membership but causing our postman problems! Editorial and membership is all in one road so soon we will have to think about supplying him with a club car! Still, keep up the good work. I will now retire for 24 hours before starting Novembers' issue.

P.S. Photographic Competition for the TSSC has not received many entries yet. Please send them now to Dave Bayliss.

P.P.S. You have just read a 68 page magazine!

BILL SUUNDERLAND  
EDITOR

CLUB DIRECTORY ... 1981

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Herts.  
Tel: (0727) 64809

NORTH LONDON

STEVE WILLIS

Tel: Potters Bar  
51769 [6-7 p.m.]

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NR11 48TX

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NOTTINGHAM

CHARLES HENDERSON  
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ALAN NORRIS  
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"Weekends" -  
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SWINDON

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Yatesbury, CALNE,  
WILTS. SN11 8YA  
Tel: (0249) 812527

YORKSHIRE NORTH

JOHN GENDERS  
7 Meadows Drive  
Thorpe, Willoughby.

Tel: (0757) 707666

CORNWALL

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

GRANADA AREA

JIM WESTWELL  
78 Nuttall Street,  
BLACKBURN,  
Lancs.

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41 Wallis Close  
WILMINGTON  
Kent.  
Tel: (Dartford) 21056

NORTH WALES

MIKE STEWART  
5 Oak Close  
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CLWYD, LL11 4DH  
Tel: [Daytime only]  
(0270) 65322

OXFORD

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

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TA7 0PD  
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662698

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4 Marlory Crescent  
FAREHAM  
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Laburnam Cottage  
336 Clarence Road  
SUTTON COLDFIELD  
Tel: (021 - 353) 9961