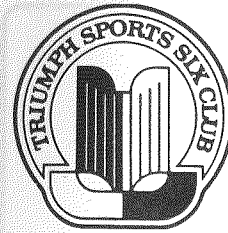


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BILL & JO SUNDERLAND



THE COURIER

the monthly news publication of the
Triumph Sports Six Club

JUNE 1983 No.36



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

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JOHN CUDMORE			

COMPETITION COMMITTEE

KEVIN GINGER	DAVE BAYLISS	EDDIE EVANS
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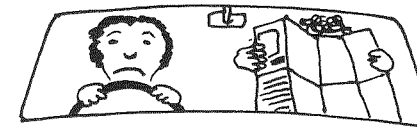
EDITORIAL

Yet another step forward as the club heads over the 4000 member mark for the first time, it seems only Months ago when we were small looking up. Now we have built ourselves into a major Triumph Car Club second only in members to the TR Register but catching fast !

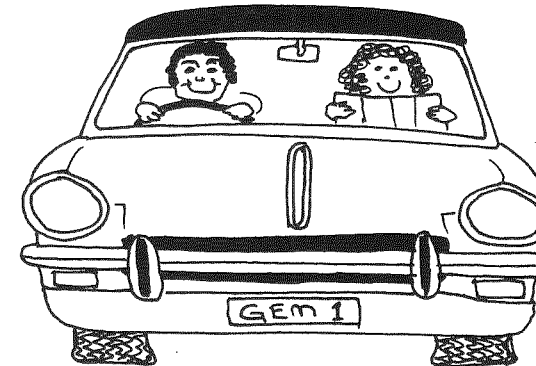
We don't stand still with the 1983 Recruitment Competition just about to start we can only go forward. Surprisingly a lot of Triumph Owners still don't know about the Club, hopefully this drive will go some way to rectifying that fact.

As the official Birthday of the Vitesse passes it's an apt time for the first book ever to be published on the Vitesse - good timing ! The book is a well balanced account of all motoring Press Launches, Road Tests, etc. including some rare tests and facts and figures and the book is available now, see further on in the magazine.

You will notice some changes in the Courier hopefully improvements, most of the magazine is now typed on a full Word Processing System with Disk Storage, for the retrieval of any information at a further date. Now I must fly as Donington is just around the corner, or as you are reading, was round the corner.



WHEN YOU'RE GETTING FRUSTRATED ON A
TREASURE HUNT



TRY TAKING A WIDER LOOK AT THINGS... AFTER ALL YOU
MAY ALREADY HAVE THE TREASURE.

ckm

INTRO

When you read this I shall be in Holland celebrating the STIR VIII gathering. What a month May has been. Starting off with a committee meeting at Stow, a Hillclimb at Wiscombe on 7th May, the Concours on the 14th then the visit to Arnhem on the 27th. In between all this there has been the local club meetings and the normal stream of correspondence.

At the time of writing this I have actually just returned from Wiscombe where apart from the atrocious weather on the Saturday we had a very enjoyable weekend. Apart from poor old Paul hitting a tree (no damage to driver I am pleased to say), the event went off without mishap and I was pleased to return home with a bottle of **Veuve du Vernay** awarded for the fastest Triumph.

I see from the club calendar that there is no let-up in the events throughout the summer months and I do hope that you will try and support as many as possible, as a good turnout is always so rewarding to the organisers who give up so much of their spare time to entertain us.

Council Meeting

Asynopsis of the last 2 Council Meetings will be appearing in the Courier shortly. The May one was packed with important items and whilst I will not repeat here what Bob Notley will report in the magazine, I am sure you will be interested to know that all Council Members are showing considerable enthusiasm and dedication to their own particular roles and duties and I am personally confident that the correct financial and administrative decisions are being made to direct the club forward on a stable and assured future basis.

Questionnaire

Brian Walters' questionnaire is producing some very interesting results and in due course these will be published in the Courier. However, it is disappointing that to date he has only received 276 replies from the total membership of nearly 4,000. Please devote 5 minutes to the completion of this form as clearly for a democratic appraisal of your overall Club requirements we must have a considerably better response than we have had to date.

help scheme

I am also advised that the self-help scheme has produced a some-what poor response. This is an excellent idea and worthy of your support.

Finale

May I wish all the Area Organisers who are staging either National or Local Events during the summer months every success and trust the weather will be kind to you. All those of you who will be attending club events I do hope you will be wearing club regalia. Place your orders now. Telephone Trudi Squibbs.

John Griffiths President

NEWS REVIEW

ATTENTION ALL AREA ORGANISERS

At long last the Club Trophies have arrived! You just would not believe the hassle I have had in having these produced to my satisfaction. I finally got the model maker to do a complete re-hash, with the trophies now manufactured to scale. When we first talked about doing these trophies for the club we hoped the price would be in the region of £6/£6.50. That was 2 years ago and with inflation and what-have-you unfortunately we have been forced to increase the prices as follows:-

Collected £8

Posted £10

Most of you will have collected your trophies from me at the Donington Concours.

Alternatively perhaps you could give me a ring and I can arrange to bring the trophies to a club meeting to avoid the extra postage costs. The following trophies have been ordered in line with your instructions and paid for by the club, pending receipt of your Area funds, which we would appreciate receiving as soon as possible.

N. Yorks	3	Nottingham	2
Leicester	3	Ribble	1
Worcester	3	Scotland	2
E. Berks	2	Southern	1
Derby Junc. 29	2	Wessex	1
Anglia	2	Cornwall	1
Oxford	2	N. East	2
Thames	4	Rugby	2
Devon	2	Trent	2
Somerset	1	South East Scotland	3
Essex	2	James Rickards	1
Herts	2	Alan Tideswell	1
Milton Keynes	4		
Norfolk	3	TOTAL	56
N. Wales	2	Club allocated	6
		Spare	3
		GRAND TOTAL	65

Please make cheques payable to Triumph Sports Six Club Ltd.

6 COMPETITION SECRETARY

HILLCLIMB TSSC CLUB CHAMPIONSHIP 1983/84

Round 1 North Weald Airfield Nr Epping

8 Members entered this first round on the 27th March with Nick Halford sharing Kevin Ginger's GT6.

The circuit at North Weald is approximately 1.5 miles (2 laps) and consists of four corners and two chicanes per lap. It's relatively slow circuit, by Goodwood standards, a good average speed is around 70 mph. The surface is a tyre tearing concrete, and with collection of a five second penalty for hitting the cones used to mark the chicanes there is not much room for error.

It rained all day making the normally grippy surface resemble an ice rink, and whilst not incurring any mechanical disasters, most competitors displayed a reasonable ability of controlled sliding. Both Andy Ridgwell, in the first year of TSSC competition, and Bill Haseldine are coming worryingly close to my own times. Poor Julian Mendus had to suffer with Paul Unwin's and my spare wheels on the front of his Vitesse after losing two Revolution Wheel Nuts on his way to the circuit. Kevin Ginger's amazing home brewed lower wishbone conversion is working well, giving him a win in his class, by 2 seconds, as well as a win in our championship. My Spitfire seems to be on good form this year completing its first event without blowing a head gasket. Could this be a good Omen?

I hope you all enjoyed your days motorsport, perhaps we will see more of the "old hands" at future events. Ian Butterworth.

Here are the results:

After Round 1 27.3. 83

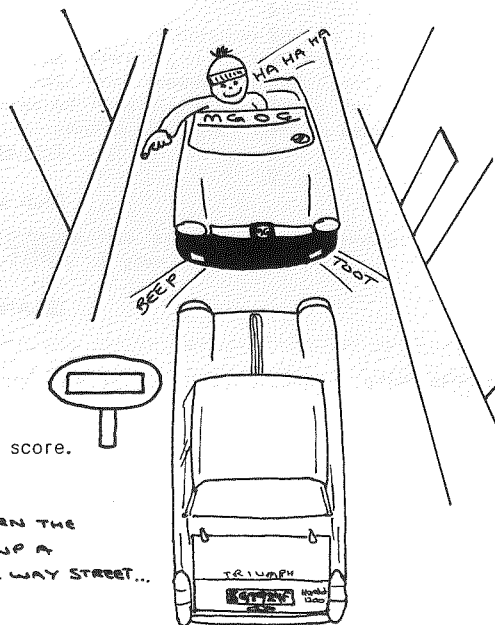
- | | | |
|-----|-------------------|-----------|
| 1st | Kevin Ginger | 10 Points |
| | Dave Young | 10 Points |
| 2nd | Nick Halford | 7 Points |
| | Paul Unwin | 7 Points |
| 3rd | Ian Butterworth | 5 Points |
| 4th | Andy Ridgwell | 3 Points |
| 5th | William Haseldine | 2 Points |

All other positions get 1 point

Julian Mendus 1

Simon Wheeler 1

ALL other 14 competitors have yet to score.



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WRONG WAY UP A
NARROW ONE WAY STREET...

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New Diffs. for most models			
4.11 Ratio	Spitfire, Herald	New	£100.00
	Vitesse 6		
4.11 Ratio	Vitesse 2 litre	Competition	£120.00
	GT6		
3.89 Ratio	MK IV Spitfire		£150.00
3.89 Ratio	Vitesse MK1/II		
	GT6 MKI/II/III		
3.63 Ratio	Spitfire 1500		£150.00
3.63 Ratio	Spitfire 1500		£160.00
3.27 Ratio	GT6 non-O/D		£160.00

All prices are exchange and while stocks last.

Reconditioned Diffs.

4.11 Ratio	Spitfire, Herald		
	Vitesse 6		£ 80.00
3.89 Ratio	Vitesse, GT6		
	MK IV Spitfire		£105.00
3.63 Ratio	Spitfire 1500		£120.00
3.27 Ratio	GT6 non-O/D		£125.00

Again all prices are exchange and old units must have good cases. Mr. Leyland charges £100 on damaged cases. With the recent arrival of the new diffs. and crownwheel and pinion sets, we can again offer ratio changes, especially the much sought-after 3.63 ratio P.O.A.

New 2.5 Crankshaft and bearing shells (Vandervell)		
Conrods with new little end bushes		
New 020 Hepolite Piston set		
New 2.5 Oil pump		£260.00
<i>(Leyland price for crank alone — £215.00)</i>		
N.B. Exchange rebored block available.		
Reground Crank 2.5 and bearing shells		
Conrods with new little end bushes		
New 020 Hepolite Piston set		
New 2.5 Oil pump		£185.00

Reconditioned Gearboxes

3 Synchro.	Spitfire and Herald	
	Vitesse 6	£ 85.00 exchange
3 Synchro.	Spitfire, Vitesse O/D	£ 95.00 exchange
4 Synchro.	Spitfire IV	£105.00 exchange
4 Synchro.	Spitfire IV O/D	£115.00 exchange
4 Synchro.	Vitesse MK I/II	
	GT6 MK I/II	£115.00 exchange
4 Synchro.	Vitesse MK I/II O/D	
	GT6 MK I/II O/D	£125.00 exchange
4 Synchro.	GT6 MK III	£125.00 exchange
4 Synchro.	GT6 MK III O/D	£135.00 exchange

Upated mainshfts available on all 4 synchro models. Competition spec. mainshaft for standard D type and J type overdrive. New D type overdrive mainshafts in stock — £50.00

New D type clutch in stock — £24.00.	early	£ 6.50
Synchro mesh baulk rings	Late	£ 7.00

SPECIAL OFFERS
2.5 Conversions

1983 RECRUITMENT COMPETITION - Jonty Wild

This annual competition is now in its third year, looking back to issue 12 of The Courier when the first competition was announced, I noticed that the membership stood at 1600, we now have well over 3600 members. A good proportion of that growth has been a direct result of existing members efforts during the competitions. I am sure that this method of recruiting reaches many drivers who would otherwise not even know that the TSSC even exists.

I know that a great many members carry windscreen leaflets and continue to plaster all potential Club cars all year round using either the Club windscreen leaflets or the Recruitment Competition leaflets. I hope that this competition not encourages that, but also gives an opportunity for all of us (well everybody except me) a chance to have their efforts and enthusiasm rewarded.

By now you will have found this years leaflets, they are smaller than last years, and I'm afraid you will have to cut them in half yourselves, (I've spent enough time counting and folding them) but it does mean that you have twice as many leaflets as in previous years.

The rules are simple and are as listed below, but first the prizes.

- 1st. £50.00 given to the member who's efforts bring in the most new members.
- 2nd. £25.00 given to the member who's efforts bring in the next highest number of new members.

In addition there will be 5 prizes of £5.00 Halford gift vouchers. These will be drawn as a raffle i.e. everytime a member introduces a new member his membership number will be put into the draw. Obviously the more new members you get the more chance you have of getting a prize.

Rules

Any TSSC member is eligible to enter (except me). For the windscreen leaflet to be eligible the members **OWN** Membership number (see front of membership card) must be written in the space provided.

The competition starts on the 1st of June 1983 and ends the last day of August 1983. Any replies arriving after that date will be gratefully received but will not count for the competition.

In the case of any dispute the Committee's decision is final.

The draw will take place at the earliest opportunity after the end of August by a suitable number of Club Officials.

Further copies of the leaflets can be obtained by photocopying (if you have the facilities), from your Area Organiser, or direct from me.

**Jonty Wild 33 Brookmead, Meppershall, Shefford, Beds. SG17 5SA.
Tel: HITCHIN 813143**

Remember even a few well placed leaflets can produce very good results. Local car parks and car parks at shows etc can be very good hunting grounds and the sooner you start distributing leaflets the more chance you have of Winning.

AREA LIAISON OFFICER

Not much to report this month, now that the Area Membership lists are out. IF your area hasn't received one then your Area Organizer hasn't been re-elected. Make sure he has, we still have eight that havn't

A few interesting facts and figures: We now have 34 Official areas and 9 unofficial ones. The smallest is the Shetlands with 2 Members. It is difficult to tell which is the largest but it must be either Thames or West Midlands, probably the latter. The most notable part of the country not to have an area is Merseyside. Any Liverpudlians like to have a go? We have somebody starting an area in Eire now but Northern Ireland seems to have fizzled out, the Isle of Wight and Jersey. So certainly the remotest areas are catered for. Anyway, It's stopped raining so I must go out and put a clutch in my Herald before it starts again!

But before I go, please please please put your **post codes** on your renewal forms as it looks as though we'll have a computer soon and it will save me a Hellava lot of typing if you do.

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MARLIN works replica MOBIL SNC SPECIAL roadsters available from £5,750. Your enquires please for the projected MOBIL SNC CLUBMAN (clubman Sports Class A car, stage 3 1500cc from £3,800 plus VAT) bare car with engine. Also available for sprint with 4.11 LSD competition axle.

MATT MAUDSLEY, VICE PRESIDENT

Membership No. 77/114

Having started this new series with our President, the second had to be our current Vice President. Matt, born 13th November, 1946, was educated at Merrywood Grammer and Kingswood Grammer in Bristol, gaining 8 'O' and 2 'A' levels and school prize in 1963 for English Literature - the school was not too pleased with the book he chose as his prize - on cars! He also managed to be the school Cross Country Champion 2 years running.

Married to Maggie in 1969, they are a fairly unconventional couple, in that they deliberately decided not to have a family.

He is employed as an Oil Terminal Manager and sits on the National Oil Industry Emergency Committee.

Learned to drive in an Anglia 105E, Cortina MKI, '61 Vauxhall Cresta, '51 Consul and 'Frog-eyed' Sprite. Matt owned 3 Frog-eyes, 3 Minor Convertibles, 2 Jaguar 2.4 MKII's, a 3.8 MKII and, in contrast, a 1941 Austin 10! He then came at last to Triumphs - 2 GT6 MKII's, 3 Spitfire MKIII's and a Bond Equipe 2 litre. These were owned whilst running company Vauxhall 1800's and 2000 and 5 Ford Cortina 2000 Autos.

After all that varied driving experience, his stable is currently 4 cars:-

- 1969 GT6 MKII (owned 11 years)
- 1973 Reliant Scimitar GTE SE5A (owned 2 years)
- 1982 Ford Cortina MKIV 2000 Auto
- 1982 Triumph TR7 Convertible

Much has been written of OSF 512G, his beloved GT6, which was featured in last month's 'Turning Circle', No. 4 (page 20) and was pictured on the cover. I first saw it at the Club's first National Concours at the Fosse Manor Hotel - it took 2nd in Original Class behind Brian Thomas's Spitfire. In September 1978, it was Best Club Car at STIR III at Rousham Park and again at Stoneleigh in the same year. In May 1979, at our 2nd National Concours at Wookey Hole, it came 3rd in the Original Class.

Matt has done sterling work with this car in promoting the Club, taking the British Sports Car Club of Luxembourg 1980 Concours 1st prize. Our European friends were astonished to see Matt polishing away at dawn! He frightened the opposition into activity as he could only make 6th place in 1981 (out of 70). Now Matt does not think it is any longer in the first rank and I wonder if he will realize his 'boy racer' ambitions in the Luxembourg Speed Driving Tests in stead of Concours. He had some practice runs at Goodwood in April 1981, so we must wait and see.

Those highly rated Concours events run by Thoroughbred & Classic Car, have also put OSF 512G in high places - in 1979 especially at Weston Park, where it came 11th overall.

Matt and Maggie were stalwart founder members of the Essex Area since early 1978 with Maggie taking on the Essex Area Organizer and the Membership Secretary job in 1979 with Matt being voted onto the Committee of Management in the same year. He took the Committee Chairman's seat in 1980 with Maggie taking on the Club Library task in exchange for the Membership job.

In 1982 Matt helped make a video to encourage new members: When interviewing two young females at the Essex Area meeting, he asked them how long had they been in the Club! The Club hopes he will write a script first if he intends a sequel!

Seriously though, he is a good ambassador for the Club. Always smart and formally dressed in jacket and tie. It is rumoured by friends that he has worn collar and tie since birth. Perhaps it is the correct attire for the Vice President though as are caps for Presidents!

Although primarily a Club Member because of his Club car, Matt admits to-belonging to the Club because the 'people' are rapidly overtaking the original priority. He hopes that future Club activities show increasing professionalism, especially at shows and that we try to increase our services to members. He also hopes it does not become too large to be easily managed on an amateur basis, if these two hopes are compatible.

Matt has several other interests apart from his job, including gardening, eating in good restaurants, drinking nice wine, travel and general interest in natural history, especially birdwatching and country walks, though how he and Maggie fit all that in, I'll never know!

JOHN CUDMORE



MATT MAUDSLEY
VICE PRESIDENT

TSSC CALENDAR

CLUB CALENDAR FOR 1983 - JONTY WILD

Below is the current list of events which the TSSC is holding or taking part in together with the name of the person to contact regarding each event. If you are an Event Organiser, please read the list and make sure your event is included and that the information is correct. If not, contact me **NOW**, thank you.

EVENTS AND SHOWS

JUNE

Sun. 12 Wessex Vehicle Preservation Society - Neil Williamson, 7 Meadow Ave Fordingbridge, Hants.

Sun. 19 Dunstable Transport Extravaganza - Bev Warren, Bury Cott. Kings Walden, Hitchin, Herts.

Sat. 25 West Midlands Fun Weekend (TSSC) - Dawn Storton, 021 784 4597.

Sun. 26

JULY

Sun. 3 Auto Sunday, Eastampstead Park, Nr Bracknell - John Reed, 3 Marlborough Road, Maidenhead, Berks.

Sun. 10 Classic Car Show - Knebworth - Jonty Wild, 33 Brookmead, Meppershall, Shefford, Beds.

Sat 16 TSSC Birthday Barbeque - Whittleford - Barry Newitt, 69 Shelford rd, Trumington, Cambs.

Sun. 17

Sat. 30 Newton Abbot World of Wheels - Stan Walters, 51 Bellamy Close, Eggbuckland, Plymouth.

Sun. 31

AUGUST

Sat. 6 Leicester Area National Bonanza (TSSC) - Ian Mckeggie, 12 Pochin Drive, Burnmill Park, Market Harborough, Leics.

Sun. 7

Sat 13 Yeovil Festival of Transport - Stan Walters, 51 Bellamy Close, Eggbuckland, Plymouth.

Sun. 14

Sun. 21 2nd Milton Keynes National Event1 - Loughton - Geoff King, 19 Herdman Close, Greenleys, Milton Keynes.

Fri. 26 Doon Classic Car Weekend - Run by TR Register - A O Cooper, 20 Inchmickery Ave., Dalgety Bay, Fife.

Sun. 28

Sat. 27 Town and Country Festival - Stoneleigh - Tony & Janis Spicer, Laburnham Cottage, 336 Clarence Rd., Sutton oldfield, Birmingham.

Mon. 29

SEPTEMBER

Sat. 3 Internatinal Spitfire Weekend - Arcen, Holland - Neil Williamson, 7 Meadow Ave., Fordingbridge, Hants.

Sun. 4

WHAT'S ON NEXT

13

SPARTAN OWNERS CLUB NATIONAL RALLY

The Spartan Owners Club invites all TSSC Spartans to their national rally, indeed any members interested in Kit Cars. The event is to be held on Sunday 5th JUNE at BILLING AQUADROME, NORTHAMPTON.

BROMLEY PAGEANT OF MOTORING - CAMPING WEEKEND

The Kent Area are again holding a camping weekend to coincide with the - PRACTICAL CLASSICS MAGAZINE Pageant of Motoring at Bromley. We will camp on Friday 24th and Saturday 25th June.

On the Friday we will have a Bar - B - Q and will set up camp. On Saturday we hope to have an AUTOJUMBLE and other events. Day visitors are welcome but there will be a small entrance fee. Saturday night will see another Bar - B - Q and on the Sunday morning we will leave in convoy for the Bromley Pageant.

The campsite is the FOOTSCRAY ACTIVITIES CENTRE, FOOTSCRAY PLACE ESTATE, RECTORY LANE, SIDCUP, KENT. Just off the A20 at Ruxley roundabout and Crickers corner roundabout, follow the campsite signs.

Site charges are £3.97 per night but that includes 2 people, 1 car and 1 tent. Please bring some Bar -B - Q type food for the evening nosh ups.

Special entry stickers for the Bromley Pageant are available FREE OF CHARGE from Gillian Wood, Practical Classics, 5 Rectory Road, Beckenham Kent.

Last year we were represented by 80 club cars (more than any other club) lets try to top the 100 Hundred mark this year. Martin Radford

AUTO SUNDAY - 3 JULY EASTHAMPSTEAD PARK NR BRACKNELL

Details and entry forms for our Concours are now being posted to all enquirers. Those who have not put pen to paper, please contact me without delay. Remember Concours entry £2 and ordinary admission 50p. Satisfaction and entertainment gauranteed. All at Easthampstead Park, near Bracknell. S.A.E. please to John Reed, 3 Marlborough Road, Maidenhead, Berks.

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	Cost inc. VAT @ 15%	p.& p.
GT6 11,111, Vitesse 2 litre 1,11.		
Track Rod Ends	£ 3.85	£1.00
Upper Ball Joints	£ 5.75	£1.00
Suspension Kit (excl. ball joints)	£21.29	£2.05
Discs	£14.85	£2.60
Drums Rear (not GT6 11,111)	£10.46	£2.60
Distributors	£35.00 each	NIL
Inertia Reel L+D Seat Belts	£14.50 each	£2.00

THE CLASSIC CAR SPECTACULAR - KNEBORTH HOUSE, SUNDAY 10TH JULY

Knebworth House is situated alongside the A1(M) just south of Stevenage. The TSSC attended last year for the first time and although our attendance was a last minute decision the day proved very successful for us with a large number of members turning up.

The event is run by Thoroughbred and Classic Car as their National Concours. However, the largest parts of the event are the club displays and the autojumble, but of course there are the family attractions of Knebworth House itself. I hope that this year even more TSSC members will attend.

We still need TSSC cars of all types, all vehicles must be in very good condition and we are particularly short of Spitfires and Vitesse. As an incentive all vehicles appearing on club stands get free admission for two occupants. Camping spaces are available on Knebworth House ground. If your car is available for display please contact :- Jonty Wild, 33 Brookmead, Meppershall, Shefford, Beds. Tel: Hitchin 813143.

ANGLIA AREA 6th ANNUAL BIRTHDAY BAR - B - QUE

Wells Farm, Whittlesford Cambridge. 16th JULY 1983

Events include:-

Driving Tests - Spare Parts - Evening Bar : B : Que - Live Band
Real Ale Bar - Trade Stands - Club Reglia - Side Stands - Lucky Ticket Draw
Grand Raffle - Inter Area Cometicitions - Distance award - Plus More !!
On Site Camping.

Please note Limited Numbers Force Entry To Be By Ticket ONLY !!

Tickets from Barry Newitt Anglia Area Organiser: 89 Shelford Road, Trumpington Cambridge. CB2 2NB. SAE with order please - Cheques payable to TSSC.

Adults - £4.00 Children - £1.50 Caravan - Camping - £2.00 per pitch - on same site - faimly section. Hot and cold wash rooms - good toilets - book pitch when you send for B/Q tickets.

TICKET SALES CLOSE SAT. 9TH JULY.

The events will start at 2 pm, hope most of you will arrive before 11 am and 2 pm - lunch bar snacks available.

2 pm - 5.30 pm - Driving Test - Trade Stands - Inter Area Competitions - Side Stands - Pony Rides etc.

Barbeque served 5.30 pm approx.

Prize Giving - 6.30 pm approx.

7 pm - 11.30 pm - Dance the night away to LIVE music.

Camping on site from 10 am Saturday until 4 pm Sunday.

From West Midlands Area Promotions:

TRIUMPH SPORTS SIX CLUB LAPEL BADGES

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

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Presentations by Graham Robson.

gymkhana. trade stands. BL line up. classic car
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at lunch time meet up for pub grub. dep 2.30pm

camping

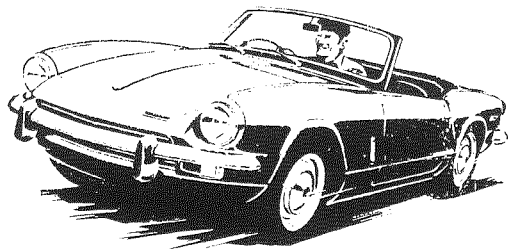
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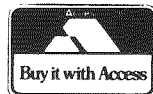


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DOUNE CLASSIC WEEKEND - SAT 27TH - SUN 28TH AUGUST 1983

DOUNE MOTOR MUSEUM - PERTSHIRE (5 Miles from Stirling)

This event is organised by the TR Register in conjunction with the following clubs; Aston Martin, Triumph Sports Six, Morgan, Austin Healey, TVR, Morris Minor, Jaguar, Sunbeam, Austin 7, Bristol Daimler & Lanchester.

It is hoped to attract 400 cars and the TSSC are requested approx, 30 cars in attendance. The events for the weekend are to include:-

- Autojumble
 - Convoy runs, (up the "REST AND BE THANKFUL" and strathallen).
 - Gymkhana events - skill drives etc.
 - Barbeque3Disco/Ceilioh.
 - Doone hillclimb visit
 - Club Concours
 - Inter Club Elite Concours.
- There will be trophies/prizes for club concours and inter club concours and also for the gymkhana events.

ACCOMODATION

1. Camping at Doune Musuem.
2. Bed and Breakfast in the area (book early)

The site wil open Friday 26th and close Monday 29th August, ALL TSSC members entrants and vistors etc. are encouraged and welcome, please contact either 031 334 0148 Or 0383 823980 for more details. Please fill in entry form to reach me by 20th July 1983

ENTRY FORM

DOUNE CLASSIC WEEKEND 27 - 28TH AUGUST 1983

Name Car

Address

.....

..... Tel:

Wish to attend the Doune Classic Weekend. I enclose cheque/PO for £2.50 to cover ALL fees for trophies, expenses etc. Made payable to TR Register and crossed. And completed entry forms to reach me by the 20th July 1983.

A L COOPER AREA ORGANISER FOR TSSC (SCOTLAND) 20 INCHMICKERY AVENUE, DALGETY BAY, FIFE. Tel: 0383 823980.

.....

NORTH YORKSHIRE AREA 2ND ANNUAL CONCOURS AND MOORS RUN

SUNDAY 4TH SEPTEMBER 1983

MEET AT THE ROYAL OAK, NORTON, MALTON - anytime after 10.00 a.m.

JUDGING 11.30 a.m.

PRESENTATION OF PRIZES 2.15 p.m.

MOORS RUN 2.30 p.m.

CLASSES - Saloon, Sports and Banger

It is hoped all entrants will join in the fun of things and make our 2nd light hearted Concours as successful as last year.

The Moors Run will finish on the Moors above Whitby about tea-time.

ENTRY FEE - £2.50 by 12th August please to :- Sally Hurd, 32 Hardrada Way, Stamford Bridge, York, YO4 1LT.

ALL ENTRIES WILL RECEIVE A COMMEMORATIVE PLAQUE

TRIUMPH SPORTS SIX CLUB

NORTH YORKSHIRE AREA CONCOURS - 4TH SEPTEMBER 1983

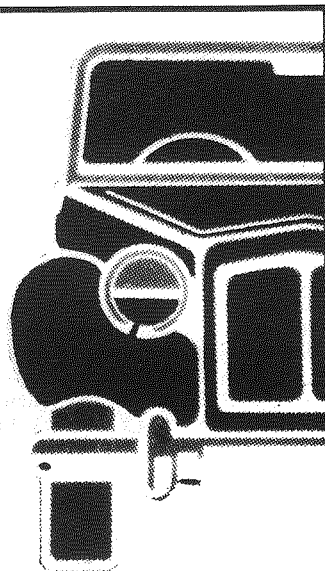
MODEL YEAR

REG. NO CLASS

NAME

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BY 12TH AUGUST 1983

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CARPETS, TRIM, HOODS, TONNEAU COVERS**GT6**INTERIOR TRIM, BODYPANELS, BONNETS
CARPETS, BRAKE DISCS, STEERING &
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Driving Lamps (Lucas Halogen)	£ 33.00 per pair
Alloy Rocker Cover (4 cylinder)	£ 25.00
(6 cylinder)	£ 40.00
Stainless Steel Oversills	£ 35.00
Valance Corner Panel (Steel)	£ 66.00 per pair
Valance Corner Panel (GRP)	£ 40.00 per pair
Front Wing Panel	£ 32.00
Valance Panel Rear Lower	£ 30.00
Door Skin	£ 15.00
Outer Sill Panel	£ 10.00
Rear Wing Repair Panel (Front)	£ 9.00
Rear Wing Repair Panel (Rear)	£ 10.00
Bootlid (Spitfire)	£ 74.75
GT6 Rear Wing N/S Leyland	£ 47.50
GT6 Bonnet & Tailgate Badges	£ 3.45 each
Spitfire Short Engine (1300cc)	£185.00
Differential Assembly 3.89:1	£172.50 (New)
Spitfire Exhaust System 1300cc	£ 40.00
GT6 Exhaust System	£ 49.00
GT6 Brake Disc	£ 16.00
Spitfire Brake Disc	£ 13.00
Brake Pad Set	£ 7.00
Road Wheel 5½JX13 Competition	£ 16.50
Shock Absorbers - Spax Standard	£ 25.00 per pair
Spax Adjustable	£ 38.00 per pair
Hood & Frame Assembly (Leyland)	£149.50
Tonneau Cover (Leyland) up to '72	£ 17.25
Spitfire/GT6 Handbrake Cover & Armrest	£ 13.80 exchange
Spitfire Handbrake Cover	£ 5.75
Spitfire/GT6 Door sealing Rubbers	£ 13.80
Door Trim Panels - State Model	£ 27.50 per pair
GT6 Tailgate Sealing Rubber	£ 10.00
GT6 Rear Deck Carpet	£ 12.00
GT6 Rear Trim ¼ Boards	£ 20.00 per pair

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TECHNICAL FEATURE JONTY WILD

2 years ago, I decided to tidy up my GT6 MKII ready for one of the Club's annual trips to Luxembourg. It didn't take long to realize exactly how rusty my car had become. I panicked, sent off for information on every Triumph-based kit car, blew over the rust and went to Luxembourg (a truly great event). When I got back I read through all the brochures and for various reasons, decided none of them were for me. So I chose the most expensive route i.e. re-building the GT6. If the Hurricane had been around I would probably have been registered with the Specials section of the TSSC today.

The Hurricane is, as far as I know, the only kit car designed around the Spitfire/GT6 chassis and running gear and indeed, and combination of chassis and running gear for these cars can be used. In fact it is not so much a 'kit' as a new fibre-glass body, in over simplified terms - you merely throw the old body (rust!) away and put on the new one.

I first saw a picture of the car in the magazine called 'The Complete Kit Car Guide 1983'. The concept and design intrigued me, so I contacted the makers, Vincent Cars, with a view to satisfying my own curiosity and writing this article.

The firm is run by 2 blokes, Martin and Robin Vincent. Robin, I discovered, is a fellow TSSC member and I gratefully accepted his invitation to see the car.

The 'kit' consists basically of 5 items; a bodyshell, doors and bootlid and replaces all the metal panels of the donor car with the exception of the windscreen surround.



The bodyshell is a one piece, fibreglass moulding, which includes the rear wings, sills, floorpan and bulkhead. The rear wings, boot floor and heelboard (the vertical panel immediately behind the front seats) are all strengthened with marine ply, which is completely encased in fibreglass. The sills are also strengthened by the injection of rigid urethane foam. A small, tubular steel frame provides the only other strengthening required and supports the door hinges, windscreen surround, dashboard and steering column. The result is a body which the Vincent brothers claim is more rigid than the Spitfire and, having seen both, I am quite prepared to believe them. The only major change from the Spitfire/GT6 layout being the removal of the battery tray which, for weight reasons, is now sited behind the passenger seat.

The bonnet is another one piece moulding designed to take any of the Spitfire or GT6 engines and because of the height and width of the design, tripple webbers should cause no problems and neither would PI, so a 2.5 engine could easily be fitted. Sensibly the front hinging operation and, therefore, the engine accessibility is kept.



One of my reservations of fibreglass bonnets for 'our' vehicles is that the operation of the side bonnet catches introduces a stressed area, which has been known to split the steel. That sort of stress in fibreglass is likely to result in 'starring' or 'crazing' or worse. However, this problem is cleverly solved in the Hurricane by altering the design to a centrally mounted catch system, operated from inside the car as per more modern cars.

The doors are strengthened with another small steel tubular frame which allows the original window winding mechanism to be used.

Incidentally, neither the doors nor bonnet can be used as replacement panels on standard cars as the section is much more bowed than the original.

I was very impressed with the weight and quality of the fibreglass mouldings, the end result should be a substantial, long lasting car and certainly not a 'flimsy kit'.

Perhaps the most appealing aspect of the Hurricane over some other kits, is the sheer practicality of the car. I have already mentioned that any of the Spitfire/GT6 chassis and mechanics can be used, as can the window winding mechanism and heating and ventilation equipment. So too can the tonneau, soft top and even the hard top from the early Spitfires (pre MKIV), though the Spitfire MKIII soft top is the ideal choice as it is the only top which folds away behind the seats.

One major problems in building this car could be finding a good, early Spitfire windscreen surround and, although fairly expensive, it would certainly be worth obtaining a new one from Leyland if they still have any.

Another problem is that the Hurricane has no bumpers, which caould make minor accidents more serious. Possibly an enterprising builder could fit some but, in my opinion, they would spoil the lines of the car. More serious crash damage could be easier to repair than the steel cars, as Vincent Cars can produce any panel section required.

A roll bar for the car is under consideration at present and, as one of the 'fixed head' TSSC members, I would certainly feel this item is a necessity.



I was very pleased to be able to see this car and I found the design to be even more attractive in the flesh than in the photographs I'd seen. Washing the finished car must be bliss as all the seams and clutter of the normal cars is removed. I was only sorry that at the time of my visit, they had no driveable examples, as I would have dearly loved to have tried one (hint, hint, Robin!).

Whilst as a GT6 fan, I would not like to see all GT6's and Spitfires converted into Hurricanes, there are enough vehicles being scrapped through rust or damaged to produce a very healthynumber of Hurricanes. The cost of the kit is about £990 plus VAT and complete cars can be produced to customers' specifications. The spraying is normally carried out by a third brother, Jeremy Vincent, who runs a separate company, Trident Engineering: This is conveniently adjacent to Vincent

HERALD REGISTER

Cars. Full details are available from VINCENT CARS, NORTHEM, TURVILLE HEATH, HENLY-ON-THAMES, OXON RG9 6LE. TELEPHONE 049 163 720, and you should enclose £1.00 for the brochure. You may have to be a little patient as I understand demand was such that the original print run of brochures was very quickly used up.

Below is a rough table showing some components you will need to obtain for different models, some of the items can be supplied by Vincent Cars and in any case, the accuracy of the table below should be checked with them.

X indicates items required.

	Rear lights	Soft top	Windscreen frame	Petrol tank	Door windows
Spitfire I	X				
II	X				
III	X				
IV	X	X	X		
GT6 I	X	X	X	X	X
II	X	X	X	X	X
III	X	X	X	X	X

HERALD SURVEY - WINTER 1982/83

I had 11 'valid' returns from the survey - I rejected a few with very low numbers of cars. The results confirm my original observations (Courier 31, Jan. '83) that there is a lower percentage of Convertibles on the road than on the register. There is quite a wide variation in the results but the general trend, of 1200 and 13/60 Saloons dominating on the road, can be seen. I have reproduced the results in full as they may be of interest to other members. I would like to have the survey repeated in the June/July/August magazine, to see if many Convertibles appear on the roads in the Summer. Perhaps more people will go 'spotting' in the Summer.

As before, note down the marque and body type of all the Heralds you encounter. The more cars you spot, the better - 20 is the minimum. John Thewlis had a good idea for sampling; he recorded cars passing a fixed spot. The total numbers can be entered on the form below and sent to me at 24, The Lea, Fleet, Hants GUI3 8AU.

A Quote from a letter from one 13/60 owner, who had participated in the survey, would not go amiss here: "I have a 13/60 Saloon and have several times, by various members, been made to feel 'second class' because (it) cannot be considered a sports car. I have even been laughed at for wanting to preserve (it) by a TSSC member." - a bit more tolerance from the twin-carb brigade please!

----- CUT HERE PLEASE -----

HERALD SURVEY (SUMMER 1983) Name:

Area Where Survey Carried Out:

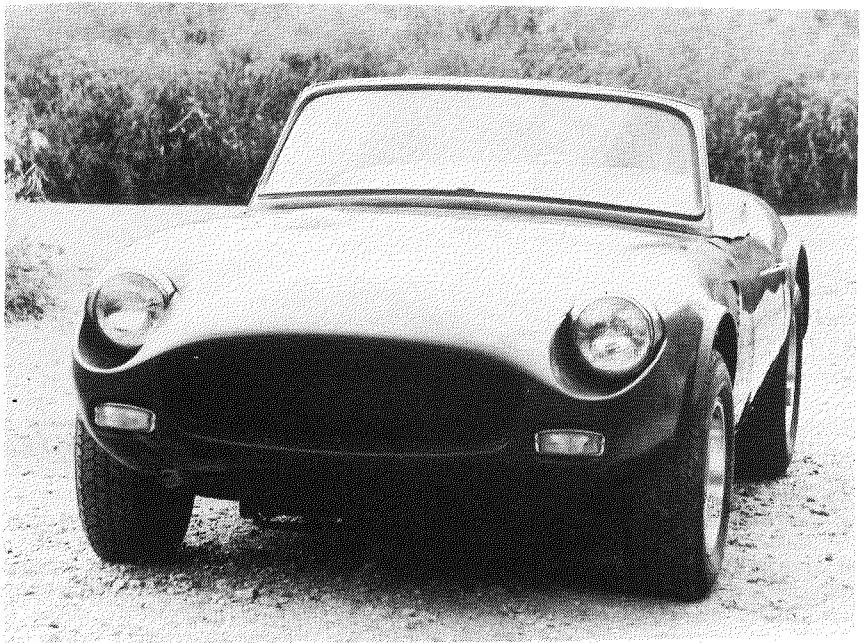
Date of Survey:

Type of Location (town/country or car park, streets):

948	Saloon (incl. 'S')	1200	Saloon (a)
	Convertible		Convertible
	Coupe		Estate
13/60	Saloon		Coupe
	Convertible		Van
	Estate		

(a) include 12/50 Saloons with 1200 Saloons.

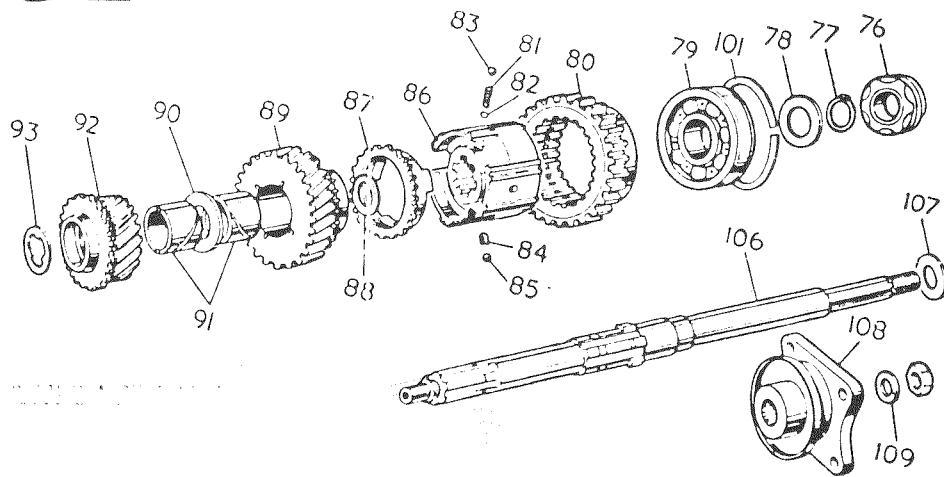
RETURN TO: CHRIS LONGHURST 24 THE LEA, FLEET, HANTS GUI3 8AU.



HERALD SURVEY RESULTS (JAN. - MAR. 1983)

AREA	948	1200				13/60		
	TOTAL	SAL	CONV	EST	COUP	SAL	CONV	EST
CORNWALL	1.0	44.1	3.9	3.9	0.0	22.5	13.7	8.8
CORNWALL	2.1	45.3	3.2	2.1	2.1	17.9	17.9	9.5
SHEFFIELD	0	22.5	3.2	3.2	3.2	41.7	9.6	16.6
CHESHIRE	0	46.0	2.0	0.0	0.0	34.0	16.0	2.0
N.E. MIDLANDS	0	40.0	3.3	3.3	0.0	40.0	6.7	6.7
HERTS	0	33.8	4.4	4.4	0.0	35.3	10.3	11.8
SUSSEX	0	34.5	6.9	0.0	0.0	37.9	13.8	6.9
LEICS	0	43.8	0.0	4.7	3.1	28.1	7.8	12.5
W. WILTS	2.5	27.5	2.5	10.0	5.0	30.0	12.5	10.0
NOTTS	8.7	39.1	0.0	13.0	4.3	13.0	4.3	17.3
HANTS/SURREY	1.5	35.4	4.6	3.1	0.0	35.4	7.7	12.3
MEAN	1.6	37.5	3.4	4.4	1.0	30.5	10.9	10.4
REGISTER	4.1	16.1	11.5	3.7	1.5	18.5	31.1	7.6

GT TRANSMISSIONS



Standard and uprated transmissions for all Triumphs with the Herald chassis. 01-579-3649

Artwork by Nick Halford

948 ORIGINALITY GUIDE - CHASSIS & MECHANICS

Some of the features unique to 948's represent carry-over items such as engine, gearbox and differential gears from Standard 8's and 10's. Others were due to misjudgements in design details and to cost cutting. While these items are interesting from an originality point of view, 948 owners should be aware of some of the weaknesses, e.g. lower wishbones with nylon inner bushes! These items were designed out of the cars fairly early on in the production run.

CHASSIS - This was of the MKI pattern (Courier 14, Aug. '81) with 3 inch deep centre rails which is also found on 1200's up to GA 80,000. The front outriggers were not boxed and the boot outriggers had an open inner face (except at the top and bottom).

BODY MOUNTINGS - Three mounting points from boot to floor, one pair to main frame under seat. The others as MKII chassis except that there is no attachment to the top of the rear damper attachment.

BONNET EXTENSION - Parallel to bonnet bar; (flare outwards on MKII chassis).

There is no **SUPPORT CROSSPIECE** between the rear damper attachments.

There is a hole in the rear chassis member to take the three part exhaust system (Courier 22, April '82).

A stay bracket was fitted to the chassis and gearbox as a retrofit on some 948's; this stay was to minimize vibration on the overrun. This is also found on some MKI 1200 chassis.

ENGINE COMPARTMENT

Bonnet Electrics - unplug at a bracket on the front grill panel (948 only?).

Radiator - full width with steel cooling fins and V-bracket stays, if engine valances not fitted (Fig 1).

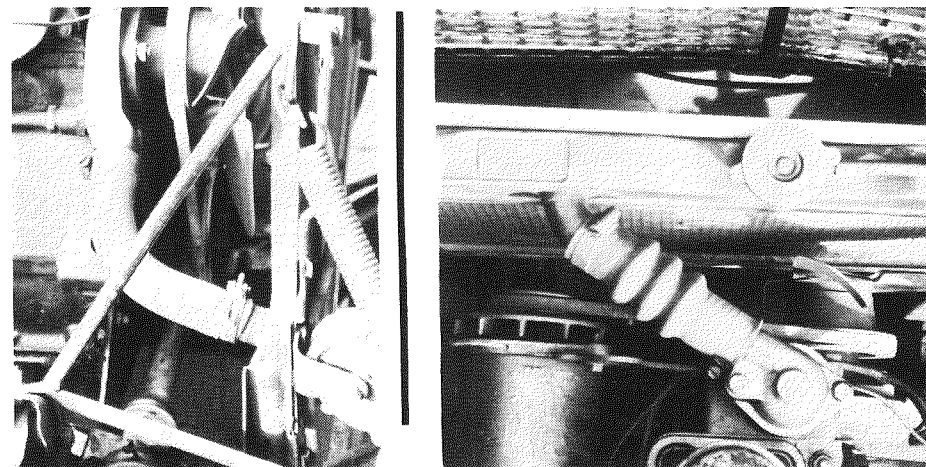


Fig 1 - OS Top views of front end of engine bay. Note V-bracket to support radiator and bonnet electrics plug in front NS corner of view.

Steering Rack - (Courier 28, Oct. '82) - aluminium mounts.

Engine Mounts - (Courier March '81, Sept '81) - below front plate of engine; front bolt common to steering rack mounting.

Dynamo - Lucas C39; later C40.

Master Cylinders - with small rubber dust seals (1959), later larger rubber 'boots' to bulkhead (Fig 2).

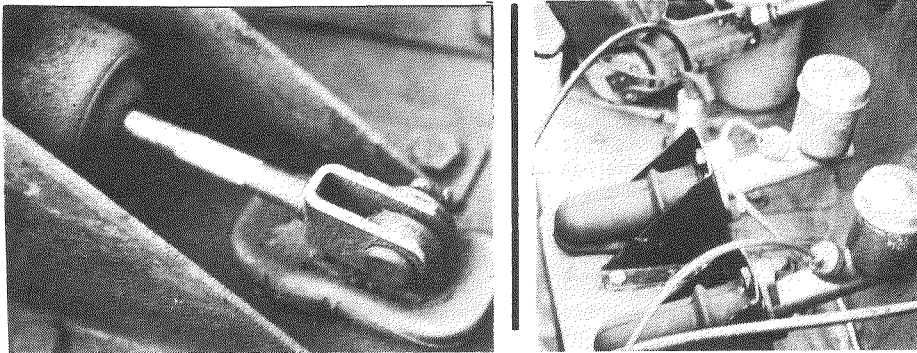
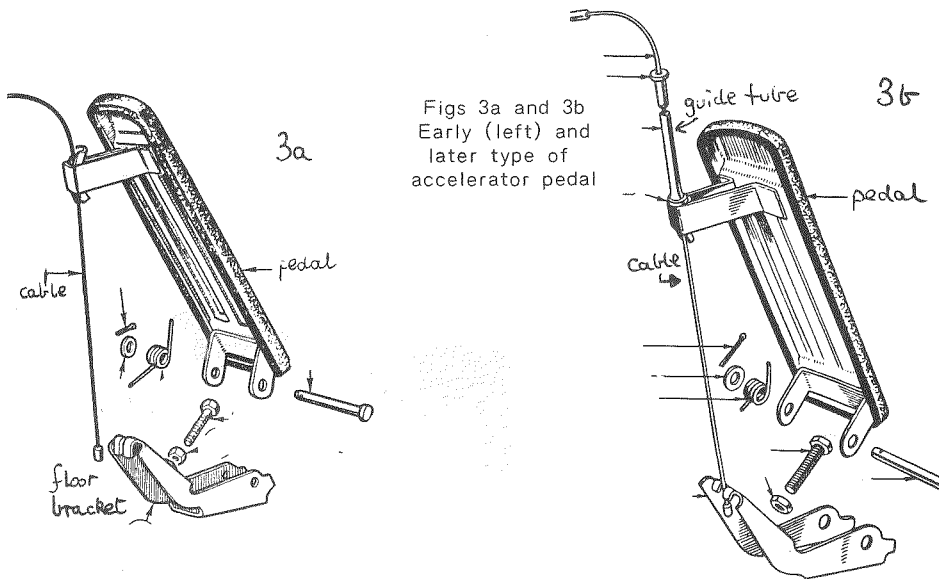


Fig 2 - Early (left) and later (right) master cylinder dust seals.

Accelerator Cable - metal sheathed, with bare wire below bulkhead clipping to floor bracket (Fig 3a); later with guide tube (Fig 3b) - from G44477, Y10402. The cable on the majority of 1200cc cars clips to the top of the pedal.



Figs 3a and 3b
Early (left) and
later type of
accelerator pedal

Carburation - single: Solex B2 8ZIC - Z; twin SU HI sidedraught, GV needle.

Air Filters - variable, oil bath type in Fig 4a was probably fitted to export models. The oil wetted gauze type in Fig 4b, is found on single and twin-carb cars, with directs attachment (no ducting) on the single carb. version. Paper element filters may also have been fitted on twin carb. cars (for export?).

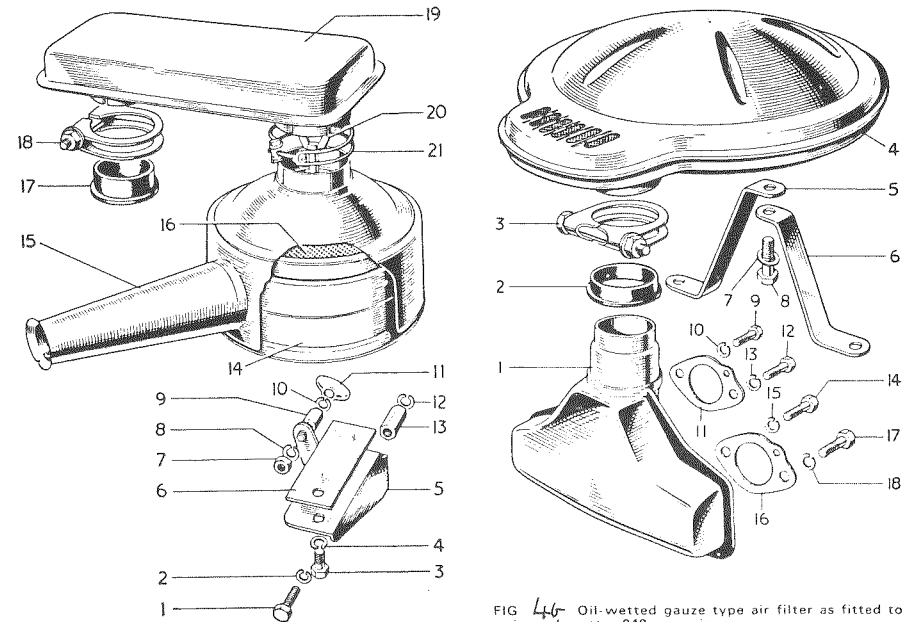


FIG 4a Oil bath type air filter as used on early 948 cc engines

Key to Fig 4a 1 Setscrew 2 Spring washer 3 Bolt 4 Spring washer 5 Bracket 6 Packing 7 Nut 8 Spring washer 9 Extension bolt 10 Spring washer 11 Clamping strap 12 Spring washer 13 Extension nut 14 Oil bath 15 Intake pipe 16 Gauze 17 Rubber joint 18 Clip 19 Duct 20 Retaining bolt 21 Clip

FIG 4b Oil-wetted gauze type air filter as fitted to twin-carburettor 948 cc engines

Key to Fig 4b 1 Duct 2 Rubber joint 3 Clip 4 Air cleaner 5 Stay 6 Stay 7 Spring washer 8 Bolt 9 Bolt 10 Spring washer 11 Joint 12 Bolt 13 Spring washer 14 Bolt 15 Spring washer 16 Joint 17 Bolt 18 Spring washer

TRANSMISSION

Clutch - 6 1/4", adjustable (to late 1960), then self-adjusting. Splines as 1200 cars. (Fig 5)

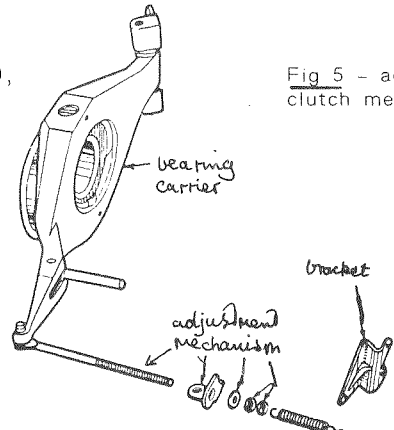


Fig 5 - adjustable clutch mechanism.

Bell Housing - integral casting with gearbox (Fig 6) to early 1960 (G3100), then separate iron box casting as I200. This early type was apparently from the Standard 10, differing only in the mountings. Gearbox non-synchro on bottom. G-prefix.

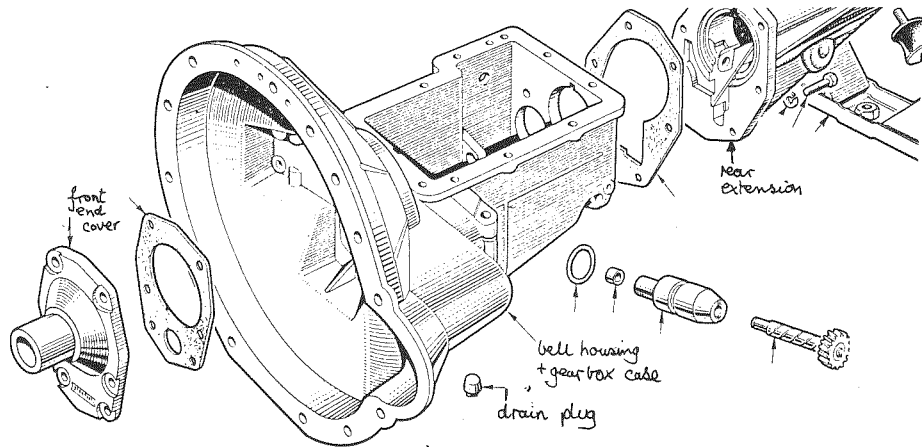


Fig 6 - early 948 gearbox castings.

Differential - drain plug (also early I200). Diff ratio 4.875 (single carb., as Standard 8), 4.55 (twin carb., as Standard 10!).

Half Shafts - may lack water flinger (1959). Grease cap on end of half shaft (also early I200). Grease plugs face rear wheel (1959), or differential (1960 on). No tensioner spring from handbrake to rear brake back plate.

FRONT SUSPENSION

Disc Brakes - option from 1962 only?

Vertical Link - 4-bolt vertical link (also early I200) (Fig 7).

Lower Wishbone - lacks crosspiece on 1959 cars, nylon not rubber bushes on inner wishbones (to G8806, Y2244). Early trunnions without metal dust shields (Fig 7).

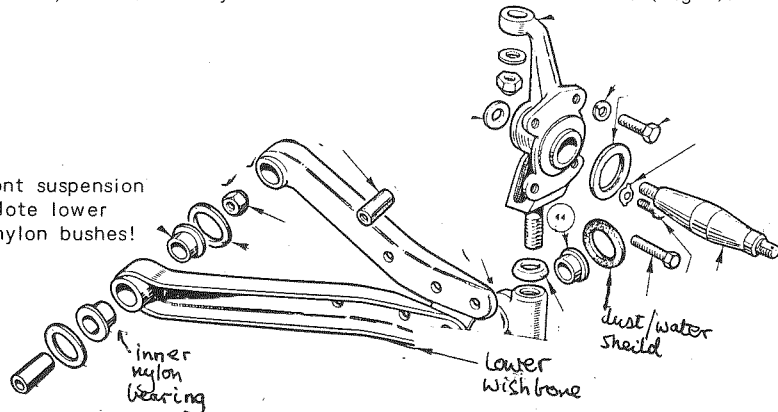


Fig 7 - 948 front suspension (early cars). Note lower wishbone with nylon bushes!

Front Springs - 15 turns (205543) or 13½ turns (206241), rated at 125 lbs/inch to G3037, Y700, then 9½ turns (208056, as I200), rated at 204 lbs/inch.

OPTIONAL EXTRAS

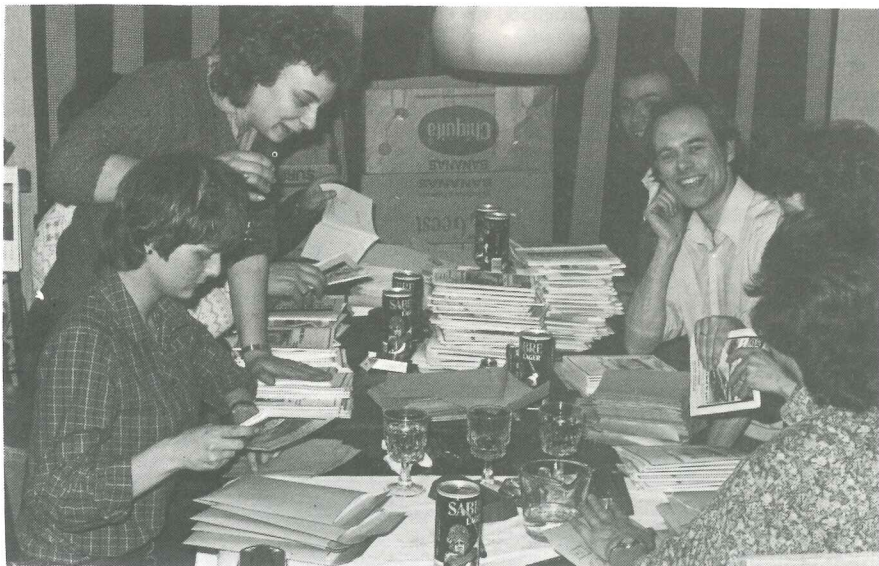
Telafllo dampers; twin carbs. (for S); GY engined Saloons had twin carbs as stand-ard; metal engine valances.



A brace of 984 Saloons and a 948'S'
(G13032, G31574 and G61731SP)

Photo's - Neill Wright





MAGAZINE

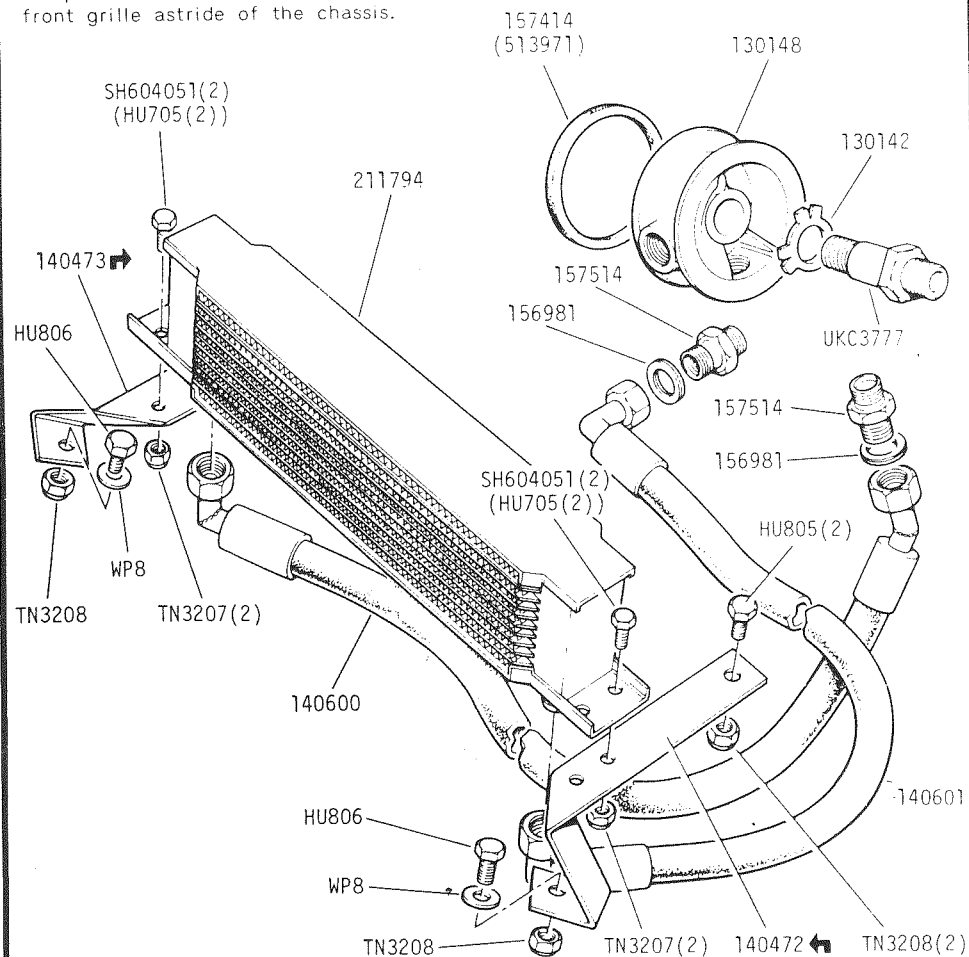


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SPITFIRE REGISTER

Driving along many of Britains motorways, I have noticed a lot of Spitfires, mainly 1500 versions. Since the Spitfire was first marketed, Triumph have always sold at extra cost an Oil Cooler. This is an extra which I would recommend to all long distance Spitfire drivers. The Spitfire has always had a reputation for overheating, in the cooling system. Various reasons for this include number plates obscuring air flow to radiators, defective thermostats and blocked radiators. Should this happen the oil temperature is bound to rise and make the oil thinner, therefore giving less protection to the engine bearings. The Oil Cooler is still available from British Leyland part number 514082 and comes as a complete kit with all pipes and fittings. It is mounted between the radiator and front grille astride of the chassis.



"The American Connection"

Had it not been for the United States, there would probably never have been a Triumph Spitfire sports car. The reason for that being exports to America were made up of $\frac{2}{3}$ of total Spitfire production.

Up to 1969 Spitfires both at home and across the Atlantic were very similar. At this time, however, the Mark 3 was given a Mark 4 style dashboard, 4½J wheels and, most significantly a **SINGLE Zenith-Stromberg** carburettor (carburettor) to satisfy legislation on exhaust emissions.

In 1970, the Mark 4 was introduced as in Europe but still with a single carb and a maximum power output of 58 bhp! Pretty gutless at this point but more was to come. 1972 saw the power cut to a miserly 48 horses which was less powerful than a Daf 55. At this point, it was decided to revert to the original 4.11:1 rear axle as used on Mark 1, 2 & 3 as the 3.89:1 was slow for good acceleration.

And so to 1973 when, in the big apple at least, the 1500 was born. The engine shared the same basic castings for the head, block and manifolds as the 1300cc unit. Power was up to 57 bhp, but the compression was down to help with the low octane fuel used. Single carbs still the order of the day, though the rear axle was once more changed to 3.89: 1.

Under the bonnet there was an electric fan fixed to the radiator, which was sloped forwards at 45 degrees. An air pump to pump air into each cylinder, an exhaust gas recirculating valve fitted to the manifold to return gas to the inlet manifold, were all ways of keeping the Spitfire selling. In California, these regulations were even more stringent, so much so that in 1980, the last year of Spitfire production, the Spitfire was not sold there. It is a sad fact that most British - built sports cars lives are governed by the demands for the car in the good old United States of America.

SPITFIRE REGISTER NEWS

Having at last collated all the Register Forms for Spitfire ownership within the club I can now tell you what we have.

Firstly we have 45 Mark 1's at present with the earliest being chassis FC 222.

There are 74 Mark 2's at the moment, the earliest being FC 50662.

The Mark 3 records contain 244 cars at present and FD 1525 is the earliest.

Not surprisingly, the largest part of the register belongs to the Mark 4 with 397 cars at the time of writing (May 1983). FH 562 is the earliest.

1500 Spitfires have 263 on record. The earliest is FH 75129 while we have the 27th from last on our register. This is number TFADW 5AT 00 9873.

All together there are 1023 cars giving Spitfires a 28 per cent ownership within the TSSC, not bad for starters !

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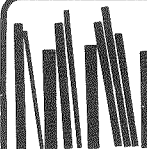
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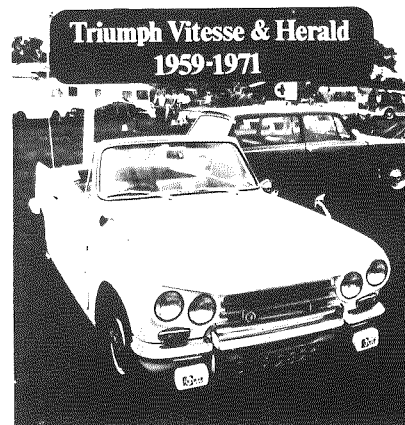


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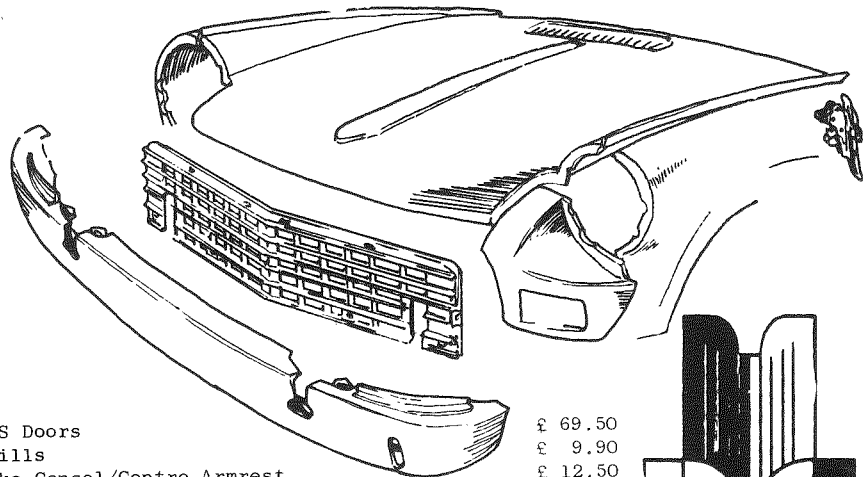
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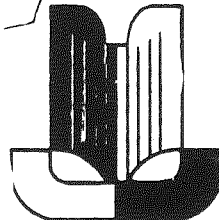
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TECHNICAL HELP

ADJUSTABLE SHOCK ABSORBERS. By Kenneth Rodmell Tadley Hampshire.

Undoubtably most of us have seen the "Try this simple bounce-test" Advertisements in the popular motoring press from time to time which suggest that you press down hard on each corner of your cars' SHOCK - ABSORBERS (or more correctly known as Dampers). It is unlikely however that many people take much notice of such promotions but the fact is that a decent suspension set-up can make a vital difference to the safety and handling of the car, especially when fitted to the "Mark-One" type swing-axle suspension (which I have been driving on for the last six years).

True the "Bounce - Test" will show up deficiencies in old Shock Absorbers but only if at least two of them are very worn; this is due to the fact that the car is a rigid structure and the offending units might not be correctly identified due to the feedback from the other "Not - to - far - gone" units. So how can the condition of the Shockers be properly assessed? The best answer to this one is simply to drive the car and see how it feels. Although this may seem a rather obvious remark many drivers do in fact mis-interpret a harsh bumpy ride that sends a shuddering jolt through the car (with its attendant window - rattling and other associated after effects).

If your car feels similar to what I've just described your Shock Absorbers are most likely to be the culprit and maybe you've even been caught-out once or twice with an embarrassing tail - slide that you hadn't bargained for. So let's finish all the nonesense and seek a cure: Many companies sell new Shock - Absorbers varying substantially in quality and price but having fitted top quality adjustable units to my 2 Litre Vitesse I am very impressed with the difference and would recommend them to everyone. The ride is very smooth predictable and always feels completely controlled even over the worst ruts, pot holes and cattle-grids.

So what are the advantages of adjustable Shock-Absorbers? Why not just fit good quality "Ordinary" units which are slightly cheaper and easier to come by? Well for a start most "Ordinary" units tend to be far too soft in their action which could leave you stuck with some of the "Crash - Bang - Wallop" that I described earlier, secondly like all manufactured components they are made to tolerances and can vary slightly from one unit to another, there is no way of compensating for the gradual wear which will occur during the life of the units and if you brought a set which didn't perform as well as you hoped then it would be tough.

With adjustable units however none of these problems occur. Fitted to my car are a complete set of "Spax" adjustables, they do not appear to have worn since I fitted them. These British - Made units have a range of fifteen different settings which are selected by using a screwdriver and can be altered on the car; Number one setting is the softest and fifteen is the hardest - so hard in fact that at this setting it is virtually impossible to move them by hand.

If finances do not stretch to a full set it is best to do the back axle first where the improvement will be most effective and the units are not only cheaper but easier to fit as well. When changing the front springs exert a force of almost half a ton and should be treated with respect. Follow the workshop Manual.

Settings to use on the installed units are very much a matter of personal choice (they must be on each axle obviously, but can be varied at will between Front and Rear) I have experimented with many combinations and have eventually settled on the middle of the range with the rear a couple of notches harder than the front but I would emphasise that this is purely personal choice. I have not had any experience with "Mark Two" suspension set-ups but I have on good authority within our club that the rear should be set fairly soft with the front much harder.

I am not normally one to spend out on improving my car if I can possibly avoid it (as members who know me my car will verify !) but the £70.00 or so that I spent on the adjustable units was money wisely spent. I have no commercial connection with the "Spax" Company.

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PEN TO PAPER

LETTER FROM DAVID HARDING - LEIGHTON BUZZARD, BEDS:

I have a twofold purpose in writing this letter:

Firstly, my 2 litre MKII Vitesse is somewhat newer than the 'latest' on the international register. Perhaps the Vitesse Register Secretary could note that I own a car with chassis number HC 57952 DLO. The car is fitted (from new to the best of my knowledge) with sunshine roof, overdrive, steering lock and servo.

Secondly, some information which may further upset some recent correspondants:

I purchased the Vitesse with the expressed intention of building a kit car. I have so far re-built both engine and chassis. Personally, I believe the Vitesse running gear is nicely suited to my requirements for a car but I cannot get emotional about the styling or lasting power of the bodywork.

Since most Triumph based kits can utilise all the Vitesse running gear, it is only the bodywork which becomes redundant.

Now, if someone in the Club is very upset that I should be planning to kill one of the last 50 Vitesse (maybe one of the last 10 with overdrive?) and thinks that preservation is in order, then I would be quite open to the right kind of financial/technical inducements, (e.g. overdrive Bond Equipe or Vitesse, plus cash?). Tel: Cheddington (0296) 668664. Alternatively, within the next 12 months I will be offering for sale a number of reasonable body panels - including sunshine roof!

LETTER FROM GRAHAM GOLIGHTLY - SOUTHPORT, MERSEYSIDE:

I have started small business offering a blast cleaning service to fellow car enthusiasts. At the moment I can tackle smallish suspension/engine parts etc. and hopefully soon, other services such as pressure washing and de-greasing and high quality re-spray work.

If any Club Members require this service, I would be happy to offer a generous discount at least at first. The important point is that most of the sand-blasting contractors are mose used to Town Halls than delicate car components and, as an enthusiast and restorer myself, I know some of the problems involved.

LETTER FROM BOB SHEPHERD - POOLE, DORSET:

'TO THE POINT LIKE AN ARROW' - a belated reply to K Rodmell's letter (April Courier), which may make him feel better; his points answered in order:

1. "MINDLESS" - I thought out the results of my actions before starting on my car which, by the way, is not a 'kit' and decided;
2. "DESTRUCTION" - is not what would result. I shall be using everything except body panels and these are available for swaps/cash to Club Members.
3. Did my Herald "die"? If I had not bought it, it would have gone to the scrapyard for sure, in its entirety. Cost? £20.

Cont't Letter From Bob Shepherd .../

4. **"FRUIT BOX and BEER KEG"** - my car will have more of the flavour of the 30's; that's only my opinion, of course, I'm giving.

5. **HERALDS ETC. NOW "RARE"** - this is true, especially the drum braked variety, as I feel discs would look odd on a 30's style car. I am using drums, so who knows, before long someone may be very glad I did.

K. R. may feel I have destroyed a **HERALD** but mindless? No and total, surely not, or do I seek to ease my conscience?

LETTER FROM H. R. DUNHAM, SAH ACCESSORIES - LUTON, BEDS:

I am writing on behalf of my company, **SAH Aecessories**, in answer to Mr Stephen Ash's letter which was published in the March Courier. SAH very much regret the attitude of Mr Ash's letter and the insinuations he felt obliged to make. I would appreciate this opportunity to put one or two facts straight.

Firstly, SAH manufacture only all the pipes and fittings and not the silencers, which we sub-contract and which are the subject of Mr Ash's complaint.

Secondly, the manufacturer insists that all warranty claims must be returned for inspection before a full refund is given, as he is legally entitled to do. The manufacturer is also not responsible for any carriage incurred.

Thirdly, all our silencers are cased in aluminised steel.

Fourthly, we have been misled by some unscrupulous members of the public, not TSSC members, I assure you, that their silencers have failed within the year and upon investigation they have, in fact, had them for longer. So we do, on occasions, use the X/12th rule while investigating a claim.

Fifthly, the price of the system is now £49.50 and not £51.00, plus VAT.

Lastly, we would take a serious view of any other company bending 'to pattern' and as the 'complaint' is not against our pipes, this is a futile as well as illegal practice. I would also like to point out that the silencer we sell is compatible with the rest of the system to ensure the expected increase in performance, so a spurious silencer will not do.

So, if your silencer does fail within the year, send it back to us with a copy of the invoice and we will refund you in full for the cost of the silencer or send you a replacement.

It is not the policy of SAH to be obstructive to Club Members, on the contrary we always welcome members and often point out that they are entitled to a **10% discount** off all our parts, standard or performance.

SPONSORS NEEDED PLEASE:

A commemorative run is being organised to create publicity for the **21st Brithday celebrations of the Spitfire**.

The run will be a fund raising event in aid of charity. It will be a run from **John'O Groat's to Land's End**, taking place on **Monday 12th September 1983**. John Rees and Tim Frenzel from the South Wales Area will make the run in a MKIV Spitfire and they would like any assistance from Areas which they touch en-route.

LETTER FROM DAVE BRIDLE SW12

43

Would it not be a good idea to take a leaf out of certain large owners club books and produce a ringbound year book, available at a small fee to all members. This could consist of the self help local addresses, the coming years calendar of events - if events could be finalised by 1st Jan. A list of all local areas and their meeting venues and dates. We could include local garages etc. of good repute and any technical tips submitted by members. Advertising space could be sold as in the Courier to recoup some of the cost. Any thoughts?

A point on the Courier, although the content is good and interesting it does appear to lack in register news, spares, and repairs on the 13/60 Heralds. Is our Herald Secretary limited to 948's and 1200's. Please more on 13/60's.

LETTER FROM DAVE BAYLISS, WOKING, SURREY

At a time when elections are in the news, I should like to reply to Gillian Holmes' letter in the last edition of "The Courier". I've no idea how long she or Sally Hurd have been members of our Club, but certainly John Genders should know that a set of rules were formulated for the election of Area Organisers by me, and accepted by the Committee when I was the Area Liaison Officer.

I refer those concerned to "The Courier" for June 1981, page 20. If you will look under the Ales and Tales heading, paragraph 3, I think that is clear enough especially the part beginning, "Any Area Organiser resigning ...". Also, "The Courier" for April, 1982, again under the Ales and Tales, page 24, paragraph 1, sentences 4 and 5.

Richard Bruford will, I'm sure, provide any guidance should it be necessary. however, I would think that a meeting to thrash out any problems over a few jars of Tetleys or Bentleys Yorkshire Bitter (if it still exists) should solve everything!

P.S. I don't know who the member was at Silverstone 1000 Kilometers on May 8th because the rain washed out your Membership number, but I did notice you had been active.

LETTER FROM NIGEL WEEDON - WEST YORKSHIRE AREA ORGANISER

Whilst not wishing to get involved in the recent wrangling in North Yorkshire, it should be noted that there are a number of things we should be grateful to John Genders for. It was by his efforts that the club was re-established in the Yorkshire area in 1980, and if it hadn't been for him, I wonder if anyone else would have had the drive to set the ball rolling. Thank you John, you are always welcome in West Yorkshire.

LETTER FROM EDWARD KENDALL, SALISBURY, WILTS

I have noticed that many GT6's are advertised for sale because the owner has acquired children - e.g. "family forces sale". (Quite how this occurs with an average of 5½ hours being spent in the garage by the GT6 owner after working hours, but is no doubt a credit to the female of the species). Having become the owner of a redundant bed frame by the acquisition of a new double bed, it occurs to me as an armchair mechanic that it would be quite a simple job to graft on a Peugeot 7 seat estate rear end. The 'L' shape section of the bed frame would lend itself to extension of the chassis by bolting on sections of bed frame (self tapping screws should serve), and the springing of the bed would provide an excellent soporific effect for infants provided the floor pan is first removed and the seats mounted directly onto the bed springs using rubber bands.

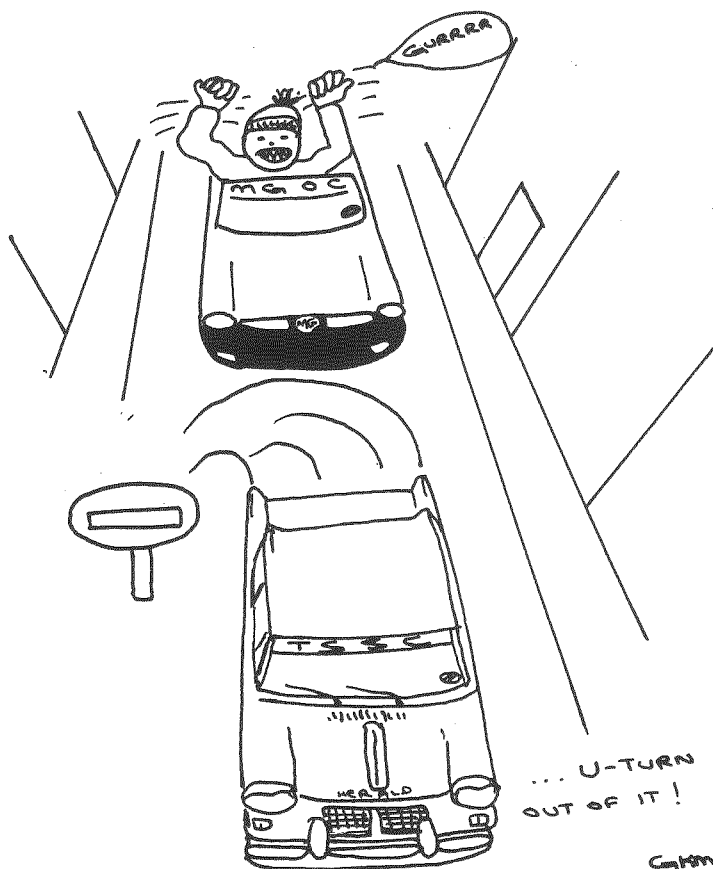
LETTER FROM EDWARD KENDALL CONTINUED .../

This project is at the moment just in the design stage and I would be interested to hear from any owners - particularly those expectant fathers who have recently suffered rear-end damage from Peugeot 7 seat estates.

LETTER FROM O P ST.JOHN, SALTERTON, DEVON

At present I own two Vitesse MK11's and a GT6 MK1. I wish to replace the lever-arm dampers on the Vitesse's with telescopic shock absorbers, and to convert the GT6 MK1 rear suspension to MK11, also with telescopics.

Can anybody tell me the best method for performing these conversions and the best supplier of the chassis extensions etc. (I've got a MK11 Vitesse rear suspension). Also, will the GT6 MK1 rear spring fit, or will I need a MK11 rear spring? Finally, does fitting a MK1V Spitfire anti-roll bar make any difference to the handling on a Vitesse/GT6?



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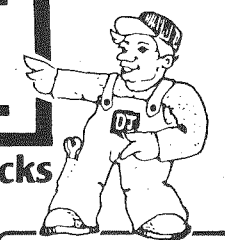
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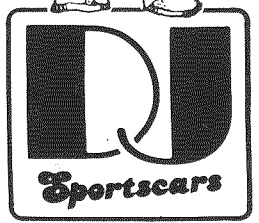
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NATIONWIDE

NORTH YORKSHIRE AREA NEWS, SALLY HURD REPORTS:

There's a lot to report this month. John Genders has been able to continue as Area Organiser but he is now assisted by Steve Boyne, their phone numbers will be found in the Club Directory. Steve can be contacted any evenings from 7 pm onwards. The road safety Quiz has been put forward to July's meeting. The Bolton Abbey trip (Sunday 19th June) is to include a Treasure Hunt. All those wishing to attend should arrive at the car park opposite the Horseless Carriages Garage, Skipton Road, Harrogate at 2.00 pm. Please bring an entry fee of £1.00 plus Ordnance Survey Map 104 and a pen. The Treasure Hunt will finish at a pub where bar meals are served.

The North Yorks Concours has been postponed till September 4th due to a clash with a National Event. Everyone to arrive by 10.00 am. Judging takes place at 11.30 am. Bar meals available from 12.00. Moors Run will start at 2.30pm. Please return entry forms by August 12th. Next meeting at 'Bay Horse', Murton, York on 1st June.

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SOUTH YORKSHIRE AREA NEWS, CHRIS STABLER REPORTS:

Forthcoming events:-

Sunday 26th June - Treasure Hunt, start from Lielliker Bros. car park, Canklow Rd., Rotherham at 6pm, finish ..? Entry 50p.

PLEASE NOTE South Yorkshire Area now meets at the Lumley Arms, Maltby on the 3rd Thursday monthly.

GLOUCESTER AREA NEWS, RICHARD FLOWER REPORTS:

I must apologise for the lack of reports in the last few Couriers. This is at least partly due to inefficiency! Note that all future meetings will be on Wednesdays, as a result of requests received. March's meeting was disappointing in turnout, unlike previous meetings, so the recruitment campaign is being re-launched, with, in due course, new improved leaflets. I will hope to see more current members in the area coming to meetings. As far as I know, Paul and I are the only ones! However, three or four new people have joined subsequent to coming to meetings, or ringing me. I hope some other events will be organised soon, suggestions always welcome, likewise assistance.

A treasure hunt and a cavalcade/convoy seem to be front runners at the moment. Anyone in the area who has parts to shift should let me know, I often get calls or requests for particular parts, lately a half shaft assembly (twice!). Another was for an engine. I do my best, but I don't know many people with parts or breaking cars as yet. More news next month.

WESSEX AREA NEWS, KEVIN MINNS REPORTS:

The main local event for Wessex Area members in June is the Wimborne Vehicle Preservation Society Annual Motorcade. This year to be held at Breamore House near Fordingbridge on Sunday 12th June, 11am onwards.

As well as several members showing their cars individually the Club will hopefully be represented as a whole with a TSSC stand. So if you haven't yet attended a local meeting and fancy a day looking around some really old relics (of transport) come along and see us.

NORTH EAST AREA NEWS, TONY LAMBERT REPORTS:

Our Treasure Hunt in April went very well and everyone enjoyed themselves. Many thanks to John Shaw and friends for organising it.

In June we will have an extra meeting venue: Ravensworth Arms, Lamesley on Sunday 19th June 12.30 p.m. This is in addition to our Monday night meetings.

CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

Six people met at the Fourburrows Hotel, Grampound Road. TSSC Cornwall Calendar for 1983.

Sunday 22nd May - Treasure Hunt at 4.30 pm, County Hall, Truro.

Friday 27th May - Farley Hotel, Truro.

Monday 30th May - Club Triumph Autotest on Plymouth Hoe.

Friday 24th June - Fourburrows Hotel, Grampound Road.

Sat./Sun. 9th/10th July - Kernow Old Vehicle Club Rally at the Showground Wadebridge.

Friday 29th July - Farley Hotel, Truro.

Sunday 7th August - Cornwall Morris Minor Club Rally at Blackwater.

Friday 26th August - Fourburrows Hotel, Grampound Road.

Sunday 4th Sept. - Cornwall Aero Park Rally at Helston.

Friday 30th Sept. - Farlwy Hotel, Truro.

Saturday 8th Oct. - Auto Junble Three Mile-Stone Community Centre.

Friday 28th Oct. - Fourburrows Hotel, Grampound Hotel.

Friday 25th Nov. - Farley Hotel, Truro.

SUSSEX AREA NEWS, COLIN HARRISON REPORTS:

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There is a little questionnaire this month for members to fill in. The reason behind this is to sound out some ideas that have been suggested about our Area. In addition to this I have drawn up a list (to hand out like the newsheet) of local firms who give us a discount.

WEST OF SCOTLAND AREA NEWS, NIGEL WADDELL REPORTS:

Once again I can happily report that our monthly meetings are being well attended and welcome any new members to come along and join us. Please note that our meetings are now held at the Beech Tree Inn, Dumgoyne every second Wednesday at 8pm onwards for the summer months.

Can I just thank everyone who came along to our mini concours at Doune Motor Museum and special thanks to Alan Cooper and his clan for their efforts in organising the event and making it a very successful day. See you all at the Beech Tree Inn.

COTSWOLD AREA NEWS, SUE IND REPORTS:

Eleven members arrived for the meeting, we had hoped that Paul from Cheltenham might join us but he obviously had not got his diff in. Also Geoff from Cirencester said he might come (non-member as yet but we'll work on him), with his Daimler V8 engined GT6. Nice one! We all hope for good weather so we can sit outside in the garden for our next meeting, 3rd Tuesday of month 8.30pm. White Horse Inn Frampton Mansell, Main Stroud/Cirencester road.

SOUTH HERTS AREA NEWS, JEREMY HURST REPORTS:

A personal thankyou to Herts members and committee for supporting, in increasing numbers, the recent area meetings, and as promised here is the timetable for Herts events up to September 1983.

The venue for all events (unless shown differently) is: The Coach & Horses Newgate Street Village, Herts.

Herts Treasure Hunt - 12th June 2.00pm.

Convoy to Luxembourg - 17th June. Ring me for details.

Zoo Trip and Picnic - 3rd July 10.00am. Whipsnade and Dunstable Downs.

Salisbury Hall - 10th July 12.00pm.

Barbeque - 30th July 8.00pm.

Monthly Club Meetings: last Wednesday of each month, 8.00pm.

second Sunday of each month, 12.30pm. May - September.

A special mention for the Luxembourg trip - many people from our area have been every year since 1980, and it is a MUST for all lovers of British Sports cars, German wine, and French food - all in large quantities!! Please give me a call to find out more about our convoy. See you all at the next meeting at the Coach and Horses.

Forthcoming South Herts event:

The 12th June will see another Herts Treasure Hunt (remember the TOOTHACHE of 1982?). This years course will run from the Red Lion, Offley to the Coach and Horses, where some food will be available for those that don't get lost in the lanes of deepest Herts. The entry fee will be £1.50 (there will be a surcharge for more than one passenger), the food will be extra. Check-in time will be 2.00pm, and on arrival could you please register with a marshall. We would like to welcome TSSC members from all the surrounding areas to this event.

GATWICK AREA NEWS, KEVIN FINCH REPORTS:

The first meeting of this area was the third Monday of March, when about 10 of the Thames area came down to meet at the Black Horse pub on the Reigate road, thanks Mark for putting the word about. Further meeting will be regularly on the third Monday of the month at the Black Horse pub on the Reigate to Gatwick road at Hookwood on the A217.

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

Meeting 1st Thursday of the month at the Coach and Horses Inn, High Street, Trumpington 8 pm onwards.

Welcome to all the new members that keep turning up to our meetings, I think we will soon have to look for a village hall to take you all!

Monthly meeting 2nd June.

19th June, Sunday run seaside and Barbeque, leave Coach and Horses at 10 am.
23rd June, Thurs. - Mystery run - Coach and Horses 8 pm.

DO NOT FORGET ANGLIA Barbeque on 16th July, if you are reading this and have not got your tickets book now, limited numbers - ticket sales close Sat. 9th July.

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

It was great to see a good turnout to what could be called the first meeting of the Summer. After everyone had finished wandering around the car park, the meeting was started with news of the success of Tim Frenzels Treasure Hunt which went very well. Also Tim and John plan to drive from John O'Groats to Land End on September 12th in under 24 hours in Johns Spitfire MK1V.

There was a kind invitation from two new members, Rees and Denise to attend their barbeque on June 18th, so all welcome, but bring a bottle and some grub. Denise is also very keen to start organising social events such as skittles, and trips to the theatre ?! (us bunch in the theatre) etc. so good luck to her. Well done to Dave Mansell who excelled himself in the Quiz with 145 out of 170.

Stan has got hold of some Club regalia and is selling it at the meetings - I was very impressed with the quality and price of the metal car badges. By the time you read this, we should have got in contact with another 30 members living in South Wales - thanks to Rob and Carol for your help. Watch this space for a big event planned in South Wales in the Summer.

South Wales Area Treasure Hunt on Sunday 26th June starting at 16.00 hrs. from the Coach and Horses pub at Castleton on A48 between Cardiff and Newport. All welcome, even non-members. Entrance fee - 50p per person (if 4 people in a car = £2 per car). Total approx. 30 miles, 2½ - 3 hours.

NORTH HERTS/SOUTH BEDS AREA NEWS GRAHAM WARD REPORTS:

Our May meeting was the second best attended to date, with 25 members turning up at the Red Lion, including the following new faces: R Burton, I Buckley and C Timothy Hyde. I was disappointed at the area turnout for Syon Park and Duxford and hope you will all put in as much effort to attend as is put in to organise these events.

June Events

12th JUNE - Treasure Hunt, organised by South Herts with details in Courier or at our next meeting.

19th JUNE - Dunstable Extravaganza, we will attending this annual event and 'nice' club cars are required.

Please contact Bev Warren on Royston 61978 or Whitwell 452.

NORTH HERTS/SOUTH BEDS ADVANCE NEWS:

15th AUGUST - Barbeque, Red Lion, Preston 1.30 pm start. Afternoon bar extension, driving test/ concours etc. 6.00 pm Barbeque with choice of food. Cost: £3.50/head inclusive.

Contact: Stewart Warren on Offley 680 and leave message on ansaphone. See you all at the Red Lion, Offley on the first Monday each month.

ATTENTION ALL MEMBERS IN THE NORTH YORKS. AND SOUTH YORKS AREAS

The new venues for these areas are as follows:-

NORTH YORKS - The 'Bay Horse', Murton, near York. - 1st Wednesday meeting.

SOUTH YORKS - The 'Lumley Arms', Maltby, near Doncaster - 3rd Thursday meeting.

SOUTHERN AREA NEWS, TONY FARBY REPORTS:

Attendances have been down of recent but the regulars keep things ticking over. From the recently received list of members in Hampshire (thanks to Richard Bruford) I see many of you live within easy reach of Horndean. So where are you all?

The following have been brought to my attention as establishments offering discount to TSSC members:-

LUCAS SERVICE Airport Service Road, Portsmouth - up to third discount.

BURLEN SERVICES Highland Road, Southsea (carb. bits) - contemplating discount if response is good.

WADHAM STRINGER Southsea, - will give 10% discount.

EAST BERKS AREA NEWS, JOHN REED REPORTS:

Just in case you missed 11th May meeting, our beer and skittles mini-weekend at Tetbury is scheduled for 18th and 19th June (Sat. and Sun.) departing from Uncle Toms Cabin about 2 pm on Saturday. Programme includes skittles match with Avon area, mini Treasure Hunt around local environs, camping, Barbeque and all laced with plenty of beer. Any members from other areas who desperately need to 'get away from it all' may like to join us - it won't be expensive! Now the lighter evenings are here, it's a good opportunity to bring car-bootfulls of spares to sell at area meetings. Try it at our next one which is 8th June.

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

Following the success of our first Treasure Hunt in April, I have been splashing around the waterlogged countryside pretending to be an Amphicar, preparing the next one, which will be held in August or September. Look out for further details in next months issue of your favourite monthly mag.

Our meetings go from strength to strength, with more cars appearing in the car park now the Winter salt has disappeared. If you want to come and swell our numbers, you will be most welcome at the Fox, Kelham, near Newark, on the first Thursday of each month.

NOTTS. AREA NEWS, GOEFF FLETCHER REPORTS:

Another well attended meeting with good numbers and new faces joining us. I hope this is an upward trend now the good weather is upon us. A Sunday lunch-time meeting at the Leicester area was enjoyed by all, though slightly marred by the rain all day. Our next meeting is Wed. June 8th when hopefully we will all be able to chat and look at each others cars in the paddock area.

CORNWALL AREA NEWS CONTINUED .../

Sunday 18th Dec. - Lunch time meeting at County Arms, Truro?

Any ammendments or suggestions to Richard Cunningham, Truro 78549.

NORTH WALES AREA NEWS, MIKE STEWART REPORTS:

Yes we are still here folks (my first despatch to the troops 1983). Last year we called ourselves TSSC, this year we are ACC (Alternative Car Club). Some of us are resting our respective (in my case) heaps in our Barns whilst we continue to use our WORLDHATCHAERODYNAMICMICROCHIPPEDBUSTLEBACKEDDROOPSNOOT ENGINEMANAGEMENTSYSTEMEDELECTRONICIGNITEDREOSTATEDINSTRUMENTEDVENTILATEDWARPED DISCLOWASPECTRATIOEDHALOGENIZEDLONGLEGGEDFUELEFFICIENT (Some day all cars will be made ziss way) BACKS. However I suspect that the dust covers will come off for the summer. We have held one meeting per month during '83 and it is heartening to see the regulars turning up with the odd new recruit. Some of our number are depleted and I can only assume you have lost your road maps of North Wales. Calling RAY, ANTHONY, TED & STEVE. Now that the nights are getting longer I hope to see more of you all during the rest of the year. I hope we can have yet another good turnout for Oulton Park this year. Those of you who wish to contact me between meeting can use MY DAYTIME NUMBER ONLY 9 TILL 5 - 0270 625322 as per the backpage of the Courier. I append below forthcoming venues.

8 JUNE - Sunn Inn, Trevor, Llangollen.

13 JULY - Fox & Grapes, Hawarden.

14 SEPT. - Bryn Howel, Llangollen. QUIZ more details later.

12 OCTOBER - Cock O Barton, Barton.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

From what I gather the Treasure Hunt went off very well again this year. Congratulations to Ken and friend for winning - my sympathies to John Cox who this year took my place in getting the long distance award!

At the Bull meeting on June 30th we will be having a talk by a couple of our members - John Boole and Ken Savage - on spraying and spraying equipment, which will be very interesting and especially useful to all those contemplating their own resprays. They are "in the trade" so they know all the useful tips and all the pitfalls. The talk begins at 8.30, so prompt arrival would be appreciated! There will be a question time afterwards (not chaired by Robin Day) for you to pick their brains! Round 2 of the quiz will follow the talk.

Our next meetings are Sunday 12th June at the Belfry, 30th June at the Bull, Sunday 10th July at the Belfry. See you all there.

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

Our spares collection is getting out of hand again and a bargain basement sale is under way so if you need some junk to clutter up your garage buy some of ours. We also have a number of Spitfire Parts Catalogues or if you also have a non-club car, catalogues for M.G.'s, T.R.'s, Jags., standards and some of Leylands other night-mares, please ring for details. Dates for your diaries:-

12 JUNE - Dukes Head

10 JULY - Dukes Head

16 JULY - Cambridge Barbeque

14 AUG. - Picnic, a coastal do so knotted hankies on heads and trousers rolled up please.

11 SEPT.- Barbeque and mini concours and Autojumble bring and buy. Details soon.

ALAN COOPER REPORTS:

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SCOTTISH MINI CONCOURS, DOUNE MOTOR MUSEUM 10TH APRIL 1983.

Sunday 10th April saw the first Scottish mini concours at Doune Motor Museum Perthshire, by kind permission of Mr Jack Asher the administrator.

The turnout was exceptional with 40 TSSC cars competing and many, many more in attendance in the car park. The day was a huge success in all respects, held in conjunction with the museum and Scottish Western Thoroughbred Car Club Autojumble, the day saw several thousand visitors, attracting some new members to the TSSC. So the day was spent browsing around the marvellous museum, spending the odd pennies on much needed parts from the Autojumble and admiring the gathering of fine Triumphs.

We should like to thank the Concours judges, who did a magnificent hard job of sorting out the best from the good, they were, Mr Jim Wardlaw, Mr Stuart Tingle, Mr Graeme Archibald. Incidentally Mr Jim Wardlaw looks after Doune Motor Museums' masterpiece, the second oldest Rolls Royce in existence. A 1905 3 cylinder, 2 litre and was good enough to bring it out of the museum (due to good weather) to the arena for our Concours presentations. Later, the winners had their cars photographed alongside the 'Old Lady'.

RESULTS

BEST HERALD
1. 1250 Saloon - Mrs McGill - Linlithgow.
(2. 1360 Conv. - George Malcolm - St Andrews.
(2. 1360 Conv. - Ian Wheater - Cupar.

BEST VITESSE
1. MK11 Conv. - Richard Peters - Kircaldy.
2. MK11 Sallon - Ron Thomas - Edinburgh.
3. MK11 Conv. - Alan Hurd - Yorkshire.

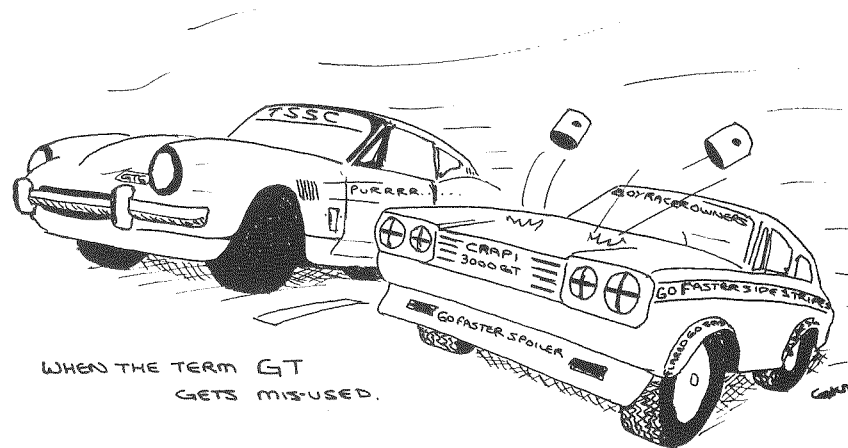
BEST SPITFIRE
1. MK1V - Richard Barber - St Andrews.
2. 1500 - Alistair McKenzie - Edinburgh.
3. MK1V - Walters - Glasgow.

BEST GT6
1. MK111 - Charles Forsyth - Edinburgh.
2. MK111 - Violet Shanks - Boness.
3. MK111 - Donny McFarlane - Glasgow.

"ELITE OF THE SHOW"

Ken Archibalds magnificent MK111 GT6.

I should like to thank everybody for making this event so successful - see you next year!



☆ TSSC SELF HELP SCHEME ☆

Dear Members,

Has that 'day out' ever gone wrong for you ? Has your holiday ever been ruined by THAT car ? How many times has a small problem with the car been magnified to ridiculous proportions because you did not know where to get the part you need or did not have the tools with you to fix it. Would you help a member who was stuck on the side of the road through the lack of local knowledge needed to fix his/her car ? If so, please read on:

We propose a self help scheme for TSSC MEMBERS and it would work along these lines.

1. Each member who wishes to help would fill in a form with the help he/she could offer i.e. tools, transport to collect parts, off the road parking, towing if needed (short distances only) etc.
2. The forms would be returned to us (address below) and these would then be sent to the Area Organiser.
3. Area Organiser would sort out the forms and produce a list of four 'phone numbers' which would be sent out to each member (i.e. in the Courier).
4. If a member gets stuck, he/she would 'phone the numbers for that area and explain his/her position to the member he/she gets hold of.
5. The member in turn would get in touch with the local member who is nearest and can help out.

The scheme may not be able to help ALL the problems, but it could with quite a few, as most of the trouble comes in not so much fault as from not knowing where to get the part or not having the tools with one to fix it. A scheme such as this one would put at visiting members finger tips the local knowledge that most of us have i.e. which garages or spares shops open on Sunday etc.

If you would be prepared to help, (you may be the one on the receiving end some day). Fill in the form and return to:

GEOFF KING & JULIE GREEN: 19 HERDMAN CLOSE, GREENLEYS, WOLVERTON, MILTON KEYNES. THANK YOU.

NAME: AREA:

ADDRESS:

PHONE NO: I would be prepared to offer the following help in the TSSC Self Help Scheme.

Provide basic tools i.e. socket set spanners etc. YES/NO

Any special tools i.e. ramps, trolley jack, welding, etc. (please state) :

Transportation to get spares YES/NO

Assisting with repairs YES/NO

Off the road parking YES/NO

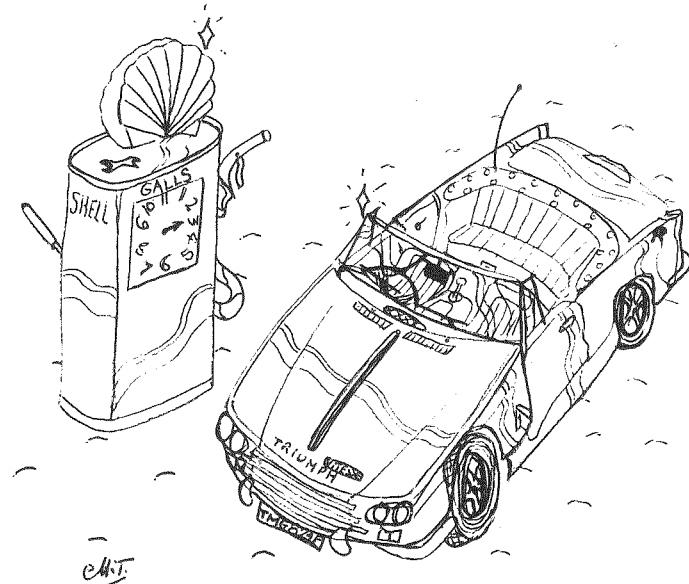
Towing (short distances only) YES/NO

Bed for the night YES/NO

Other, please state :

Signed : Membership No :

ODE TO ALL TRIUMPH DESIGNERS



All the work was over now
As I lifted up her bonnet, (front end);
The sun was almost setting now
In the lovely shine upon it.

To this old place I'd come to rest,
To check her oil and water;
Always some used but never too much
Thousands of miles since I'd bought her.

Elf for sale, £2 a gall - foreign cars around the place
But thanks to the Triumph Sports Six Club,
She goes at speedster pace.

The patriotic man with bag of tools
And hand petrol pump had gone
And I was sure that he knew
That the cars he'd sold lived on.

MIKE THOMAS, SHETLAND

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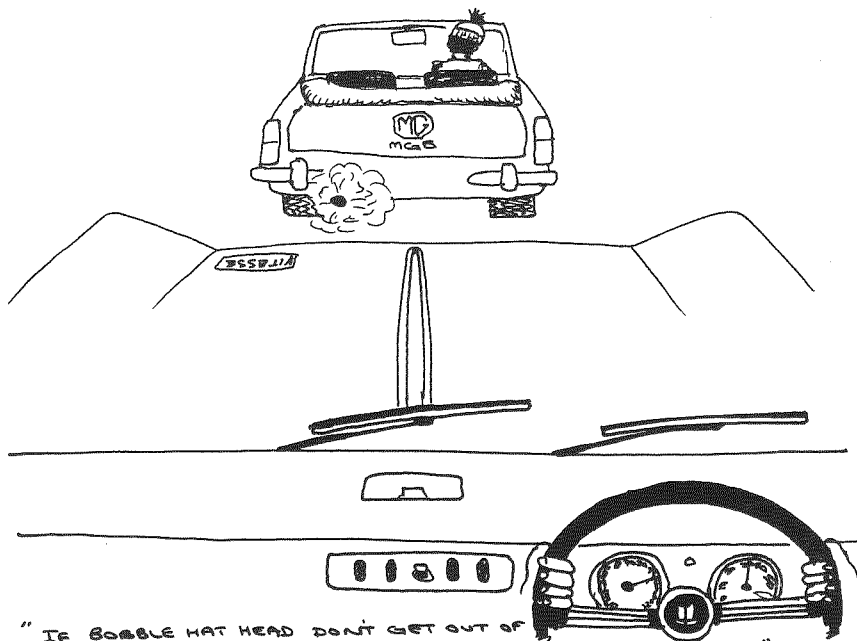
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Advertisements must be WRITTEN, not phoned, and MUST reach me by the 15th each month to appear in the following months issue.

BILL SUNDERLAND - EDITOR.

CAR MART

VITESSE MK11 1971. MOT August, in running order, restoration abandoned due to lack of time. Engine excellent, gearbox good, body only slightly tatty, chassis needs some attention. £150 o.n.o. Contact: Rod Campbell, Tel: Rochdale 59132.

Herald 1960 Reg. number 1009 AD. Mother and daughter since new. Original documents. 61,000 miles, genuine reason for sale. Over £500 spent in last 18 months. MOT, in daily use. Needs enthusiast. Number plate alone worth £250. Offers over £400, Tel: Cheltenham 512026.

Bond Equipe 2 litre Convertible. Only 70,000 miles, overdrive, tow hook. Chassis renovated, MOT to November. £450 o.n.o. Tel: (0423) 867915.

Bond Equipe 'D' registration 1966. Licenced, MOT to 15/6/83. Two door, white. Smart lines, good runner, 1147 cc twin carb., rev. counter, 51,000 on speedo. View West Kirby - £550 o.n.o. Tel: 051 625 5926.

GT6 MK11, 1970 for spares or repair - £60 o.n.o. Runs well. Contact: Alan, Tel: (0292) 60995 during working hours.

Herald 1200 Saloon. 1961 (chassis GA 10277). Really exceptional condition throughout, completely original, genuine mileage 43,000 with two owners only. Originally Lichfield Green/White paintwork, Grey interior. MOT/taxed to Aug. '83. £450. Tel: Ramsey (Cams.) 840794 (evenings).

Herald 13/60 Saloon, 'G' reg. 4 new tyres, MOT until Sept., new brake linings serviced, good body. £320 o.n.o. Contact: Mr Bedford, Lea, 451 (098981).

Vitesse 6, 1963, reg. number 6481 PJ, reliable car, full history, new front tyres, re-sprayed, no mechanical or structural defects, 3rd owner from new, White. Will pass its MOT anyway. Altogether a good complete car with plenty of mileage to go. Contact: James, Tel: 01 834 5621 (after 6pm).

GT6 'F' reg. Good condition. MOT to Sept. Sensible offers, Tel: Ivybridge 2578 (Devon).

Herald 13/60, 1971, only 2 owners and only 20,000 miles both guaranteed. This car is in beautiful condition with MOT until April 1984 and there is a genuine reason for sale at £1,200 o.n.o. Tel: 050981-3643 (home) or 050981-3108 (business).

Vitesse 2 litre MK11 Convertible, 'J' reg. 75,000 miles. MOT to Sept. Valencia Blue. Good hood, tonneau - £550 o.n.o. Contact: Richard Bates, Tel: Faringdon (0367) 20282. Near Oxford and Swindon.

GT6 MK1 1969, White, MOT, tax, wire wheels, new clutch, diff., shockers, gearbox. Attractive sports car must be seen. £750 o.n.o. Tel: 01 328 3590.

6582 TR REGISTRATION NUMBER on 1961 Mini, no MOT - brakes, steering require attention - £300 o.v.n.o. Tel: Bolney 798 (West Sussex).

GT6 MK11 1970, Blue. 1981 Concours winner, sunroof, overdrive, new clutch and gearbox. 5J Dunlop Ds 175-70s, good bodywork, MOT, tax, bills for last 3 years, very unhappy sale £1,125 o.n.o. Contact: Steve, Potters Bar 51769.

Vitesse MK11 Saloon, 1970. Excellent mechanical condition, well above average body. No rot, original Valencia Blue. Full MOT. House purchase forces heartbraking sale. Offers around £850. Tel: Saundby 634 (S. Yorks).

Bond Equipe Convertible, White. Accident damaged in rear. 43,000 miles one owner, licenced and MOT, could be driven to new home. Further information and/or offers - Leatherhead 376235. 59

Herald 13/60, 1968 Convertible, fitted new B/L outriggers, hammerited chassis, new front/rear trunnions, T/balljoint, brake, petrol pipes, exhaust. Re-sprayed original Wedgewood Blue. £850, might take cheap GT6 MK1 or 11 as part exchange. Tel: Redruth, 215655.

Herald 13/60 Convertible, 1970, 36,000 miles, well cared for. 12 months MOT, taxed to Nov. 1983. No problems. Offers near £700. Contact Alastair Murray, Tel: Oxted 5001 after 6.30 pm.

FABULOUS, ORIGINAL, GENUINE MK1 GT6. 45,000 miles only. Very solid example with near concours looks. Servo, inertia reels, stereo, Signal Red, wire wheels. Excellent mechanical order. All bills available - £1,000 - Try an offer! Tel: Bracknell 56161.

Herald Saloon MK1. Reg. 1.1.1960. 39,000 miles, 10 months MOT, new tyres, totally original in superb condition. Colour White, reg. number 186 DU0. Open to offers, Tel: 01 650 8261, anytime.

Terrif. twosome 1968 Vitesse 2 litre Saloon with sunroof. MOT, taxed, recon. gearbox, chassis, mechanics excellent - £400 o.n.o. HERALD 1200 1970 Saloon, Taxed MOT, reliable. Bonnet needs attention, hence £250. Genuine reason for sale. Tel: Cirencester 61137. (0285).

Vitesse Convertible 'J' reg. Green/Gold, approx. 86,000 miles. Not recently used, hence no tax or MOT, but low mileage since last MOT. Hood and mechanics sound, although some attention needed to 2nd gear synchro. Little body rust. £350 o.n.o. Contact: mr Coleman 01 677 2026 evenings (Streatham).

VITESSE 2 LITRE 1970 MK11 CONVERTIBLE, MOT - Jan '84, sound chassis, recently resprayed, wire wheels, grand Prix S tyres, original hood as new, Cobra seat, alarm, 4 point harness, many panels renewed, bills - £750 o.n.o. Contact: Raj, Tel: 01346 0386.

Herald 13/60 Convertible, 1971 White with Black trim and hood. Stereo, 72,000 miles, only two lady owners from new. Immaculate condition throughout. A real collectors item. £1,500 o.n.o. Tel: Southend 544419.

Vitesse MK11 2 litre Convertible. Resprayed Black with Red interior. New chassis, carpets and hood. Immaculate condition throughout, superb drive. Sold with 12 months MOT - £1,900 o.n.o. Tel: Wirksworth 3564 (home) or Wirksworth 3721 (office) Deborah Holland, Derbyshire.

Triumph Stag 1973 'L' reg. 64,000 miles, 2 owners, MOT and tax, radio cassette, electric aerial, alloy wheels and all usual refinements. A splendid car £2,500 o.n.o. Tel: 031 552 9519 evenings.

GT6 MK1 White in daily use - £400. Contact: R Khera, Tel: Cottered (Herts)297.

VITESSE MK11 CONVERTIBLE 2 LITRE. Mechanically sound. Chassis sound but bodywork needs urgent attention. Many new parts fitted recently. Tyres good. £400. Tel: Basingstoke 52048 evenings/weekends.

SPARTAN SCOTLAND OSS 76W (April). 2 litre MK1 recon. Vitesse engine 900 miles only. Spartan chassis, SAH exhaust, waxoyled, enamelled wire wheels, Red. Very fast, must sell baby coming September. £1,600 o.v.n.o. Contact: Ken Clark, Tel: Aberdeen (day) 630850 (evenings) 45609.

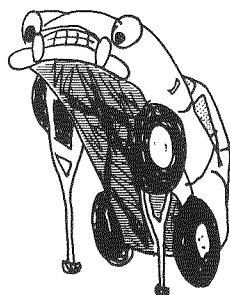
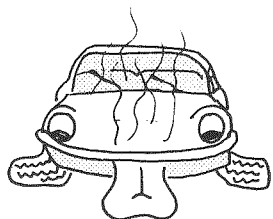
GT6 MK1 (Dec '67). Needs love, attention and recon. gearbox. (Spare engine included). Taxed, MOT - June. Offers. Tel: Leyland (07744) 33899.

1968 13/60 Estate. Three lady owners. Excellent runner. Thoroughly reliable. In regular use. Chassis good. Bodywork needs attention. Taxed and tested. £300. Contact: Mrs V G S Higgins, Tel: Salisbury (0722) 710351.

HERALD 13/60 Convertible, 1971. Saffron. Chassis No. 15451 EXCELLENT EXAMPLE. Engine totally rebuilt, stage 2. Brand new 1500 O/D box, rear suspension modifications and spax. 175/165/70 on alloys. MOT, taxed - £1,175 o.n.o. Tel: 07073 34526 (Herts) evenings.

TWO VIETSES all mechanics good one body tatty other very good, many spares plus original Vitesse carpets unused, all trim. Neither car has MOT. £500 the pair. Contact: Mr Anderson, 121 Savage Road, St Budeaux, Plymouth, Devon.

Triumph Hospital



STUART WARREN

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Tel: Offley (0462 - 76) 680

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PARTS MART

GT6 MK3 reconditioned overdrive gearbox complete with all parts needed for overdrive conversion, propshaft, mounting plate, relay, gear lever with switch. £175. Contact: Dave, Tel: Kenilworth 56181.

Garage clearout of Vitesse parts including chassis and engine. I would rather give parts away than scrap them. Tel: 01 555 9119 for further details.

Breaking Bond Equipe Convertible, all parts available (mechanical items identical to Vitesse 2 litre MK2) Tel: Harrogate (0423) 867915.

MK 11 Vitesse chassis complete front suspension, diff., drive shafts, hubs, also engine, gearbox, propshaft, body no bonnet, damaged rear, any offers, Tel: 0602 257638 (Nottingham).

13/60 engine, good condition 40,000 miles from new - £20. Tel: 962 3284 after 6 pm. (Manchester).

VITESSE MK11 abandoned project following brand new parts for sale ex BL steel bonnet £265. Pair doors shotblasted reskinned resprayed, immaculate - £100. Factory rebuilt radiator £60. Pair sills £12. Pair chrome overriders £18. Grille £15. Bonnet top £40. Tel: 021 358 7448.

Spitfire MK111, chassis complete with rack front suspension and brakes £50. Hard top £30. Instrument panel with gauges and control cables £20. Contact: Pete Williams, Tel: Uxbridge 52497.

NEW GENUINE STANPART/B.L. PARTS

Herald/Vitesse O/S rear quarter valance - £8.00, front outrigger - £4.00, centre outrigger - £2.50, rear outrigger - £2.50. GT6 MK2: wiper blades chrome - £2.50. GT6 MK3: speedo trip cable - £1.70, No. 1 rocker pedestal - £4.50, No.6 rocker pedestal - £5.50, timing chain cover - £3.50, diff. casing - £45.00, O/D gearbox rear bearing - £4.00, door hinge - £3.80, ball joint with grease nipple - £7.00, head lamp dip switch - £10.00, R.H. front verticle link - £16.00, outer drive shaft - £29.00, night dimming relay - £14.00, steering column lock - £14.50, carburettor repair kit - £17.00, door lock assembly L.H. - £10.00, secondhand good N/S door - £25.00, Girling parts - Herald: front N/S wheel cylinder - £3.00, Vitesse 63-66: clutch slave cylinder - £4.00. ALL CARS: O/S front lower suspension kit - £8.00. Contact Brian Lees, Tel: Royston (0763) 46128.

SPITFIRE SPARES CLEAROUT: NEW:

Front suspension overhaul kit - £17.00. Front suspension upper ball joints (pair) - £8. Conversion gasket set - £4. Fan belt - £1. Throttle cable - £2.50. Rear suspension trunnion overhaul kit - £2. Column bush - 50p. Anti-roll bar clamps and bushes - £2. Copper brake pipe set - £13. Leyland bonnet badges (original) - £1 each. Rocker gasket 50p. Manifold gasket 50p. Spring eye bushes - £2. Hazard warning kit - £4.

SECONDHAND

Tonneau cover (MK1V) - £15. Petrol tank - 50p. Rocker shaft - 50p. Workshop manual for Herald, Vitesse, Spitfire up to MK3 (part No. 511243) - £10. Parts book, MK1V and 1500 (part No. RTC 9008A) - £2. Obviously most of the above fits other models. Contact: John, Tel: Ipswich 54798 evenings/weekends.

HERALD 13/60 body for restoration. Bulkhead, backend, bonnet, doors, roof, windows, chassis, seats, loom, carpets, trim, hubs and tyres, dynamo, control box, other parts. Any offers accepted, cannot get into garage! Tel: Andrew Sheffield 875005.

GT6 MK1 complete bonnet - £70. Spitfire MK111 cylinder head - £10. Seats - £10. Hood frame - £15. Spitfire MK11 seat cushions very good condition - £15 each. Spitfire MK1 nearside door, good condition - £18. Contact: Tony Williams, Tel: Strettham (Cambs) 695.

Herald/Vitesse parts including new reconditioned Vitesse diff. - £80. Tel: Bookham 54009 (Surrey).

An original, low mileage Vitesse MK2 engine - £95. Carbs/inman, from same - £20, both for less. Herald diffs. - £10, windscreens F & R - £3, also sides-£1, boot lids - £3, recon. gearbox - £30. Contact: V Cornish, Tel: St Albans, 55535 work 59292 ext. 295 Vernon.

13/60 gearbox - £35, Spitfire MK111 overdrive gearbox needs reconditioning - £15. Also 13/60 carb. (recon.) plus manifold - £12. Four 13/60 wheels and trims - £20. Tel: Cambridge (0223) 840236. (evenings).

Hardtop from early Herald Coupe - £6. View Blackburn, Tel: 061 792 8742.

Breaking for spares, Vitesse MK11 also Spitfire Ashley hardtop, MK111 gearbox and diff. Contact: David, Tel: Winchcombe 602672.

WANTED

CONVERTIBLE 2 litre VITESSE (MK 2 pref.) Wanted in good condition. Please ring Sara on 01 720 9392 after 6 pm or at the weekend.

GT6 MK111 (early) wanted - windscreen frame - also offside rear verticle link or complete suspension. Contact: Ken Bassett, Tel: Farnham 726006 (evenings).

Wanted for 1970 Vitesse 2 litre MK11, set of wooden window sill cappings for front and rear. Fixing screws also required. Must be in good condition. Usual Courier advert asking price willingly paid. i.e. £5 per pair plus postage. Mr N Barrack, 32 Morningside Avenue, Aberdeen. AB1 7LX.

VITESSE 1600. Any tuning parts especially SAH items. We also require an original bonnet and have for disposal a good condition MK11 bonnet. Can collect anywhere. Please telephone Jane and Barry on Buckingham 816970, (evenings/weekends).

GT6 Mark 1 front bumper. Contact: Bertie, Tel: Bradford On Avon (02216) 2169.

HERALD 13/60 soft top, bonnet, towing hitch brackets, and all Vitesse instruments. Please phone Andrew on Sheffield 875005.

Wanted Vitesse/GT6 overdrive gearbox. Contact: David, Winchcombe 602672.

DISCOUNT TO CLUB MEMBERS FROM TOWALL TRAILERS LTD. FIVE OAKS LANE, CHIGWELL, ESSEX. TEL: 01 501 2441/2.

We are pleased to announce that we can offer all members, on production of a valid membership card, the following discounts:-

- | | |
|--------------------------|----------|
| 1). Towbars | Less 15% |
| 2). Trailer components | Less 10% |
| 3). Trailer hire service | Less 10% |

CLUB DIRECTORY ... 1983

AREA	AREA ORGANISER(S)	TEL No.	VENUE	MEETING DAY
ANGLIA	Barry Newitt	0223-841407	Coach & Horses	1st Thursday
AVON	James Sturgeon	0272-568170	Wheatsheaf,	1st Mon/3rd Wed
CORNWALL	Richard Cunningham	0872-78549	Various	Last Friday
COTSWOLD	Sue Ina	0285-61137	White Horse Inn	3rd Tuesday
DERBYSHIRE	K. Singleton/K. Green	0246-68941	Elm Tree,	1st Wednesday
DEVON	Stan Walters	0752-700555	Dartmouth Inn	Last Sunday
EAST-BERKS.	John Reed	0628-33365	Uncle Toms Cabin,	2nd Wednesday
ESSEX	Barry Thurgood	0279-812675	Dukes Head	Last Sunday
GLOUCESTER	Richard Flower	0242-510145	Golden Hart,	2nd Tuesday
HANTS & SURRY	Tony Beale	04862-68338	Royal Oak	Last Wednesday
HEREFORDSHIRE	Jim Rickards	0462-55949	Green Dragon	1st Wednesday
HERTS NORTH	Kevin Walker	0707-57156	The Red Lion,	1st Monday
HERTS SOUTH	Jeremy Hurst	0322-21056	Coach & Horses	Last Wed.
KENT	Martin Radford		Cock House Inn,	2nd Monday
KENT WEST	Lynda Lee		The Grasshopper	3rd Tuesday
LEICESTER	Ian McKeggie	0858-63934	The Cook Inn	Last Thursday
MANCHESTER	Andrew Head	061-427-1378	The Bulls Head	3rd Thursday
MILTON KEYNES	Geoff King	0908-315025	The Fountain	3rd Wed/1st Sun
NORFOLK	Phil Hudson	0953-60488	Kings Head,	2nd Monday
NORTH EAST	Tony Lambert	0632-562577	The Holystone,	1st Monday
NORTH LONDON	Steve Willis	0707-51769	Old Hall Tavern	Various
NTH MIDLANDS	Don Halliday	0889-881566	The Three Crowns	3rd Thursday
NTH IRELAND	Andy Scorgie	0265-822826	Various	1st Saturday
NOTTINGHAM	Geoff Fletcher	060 76 66147	Redgate Lodge	2nd Wednesday
OXFORD	John Cudmore	099 389 555	The Grapes	2nd Wednesday
RIBBLE AREA	Chris Gardner	0772-54469	The Anchor Hotel	2nd Monday
RUGBY	Andy Jones	0203-452541	Fox & Hounds	1st Thursday
SALISBURY	Hugh Davies	0908-23517	Greyfisher	2nd Sunday
SCOTLAND	Nigel Waddell	041-427-4340	Beech Tree Inn	1pm
SCOTLAND	Kenneth Archibald	031-334-0148	Post House	1st Sunday
SOUTH EAST	Alan Cooper	0383-823980	Lerwick Hotel	last Thursday
SHEFFIELD	Michael Thomas	095-02-286	The Rising Sun	1st Tuesday
SOMERSET	Nick Bradbury	0278-662698	The Good Intent	3rd Sunday
SOUTHERN	Tony Farby	0329-232605	The Five Bells	Alternat/Thurs
SUSSEX	Colin Harrison	0444-413607	The Winning Post	1st Thursday
THAMES	Leon Guyot	01-947-7859	The Fox	1st Wednesday
TRENT	Mike Costigan	0636-814050	Various	2nd Tuesday
WALES NORTH	Mike Stewart	0270-625322	Castell Mynach Pub	1st Wednesday
WALES SOUTH	Tim Davies	0656-863426	The Skittlers	1st Tuesday
WESSEX	Kevin Minns	0202-602152	Various	1st Wednesday
WEST MIDLANDS	Tony & Janis Spicer	021-353-9961	Coach & Horses	1st Tuesday
WORCESTER	Trevor Brotherton	0386-6547	Oakville Hotel	1st Wednesday
YORKSHIRE	Chris Stabler	0302-743579	White Bear	1st Wednesday
YORKSHIRE NTH	John Genders	075 92 4367		1st Tuesday
YORKSHIRE WEST	Nigel Weedon	0484-844682		