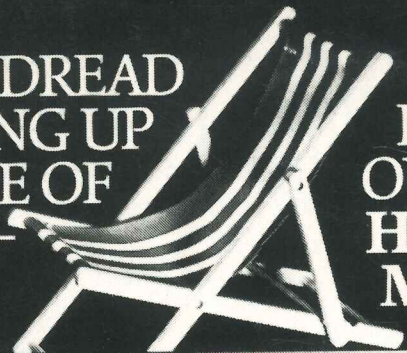
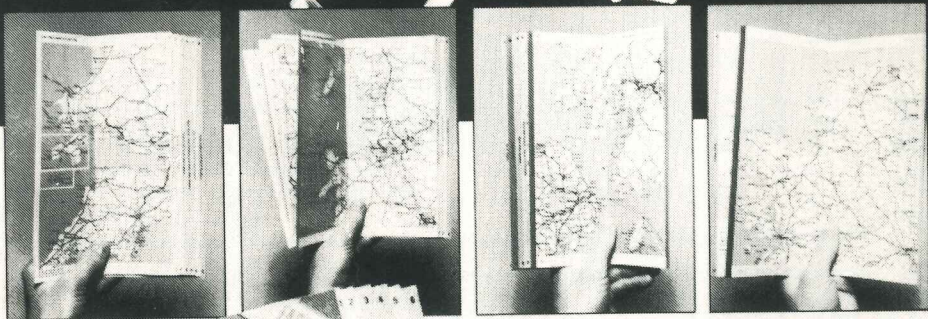


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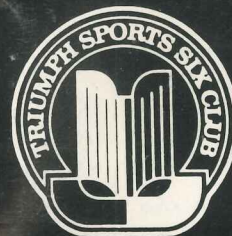
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the monthly news publication of the
Triumph Sports Six Club

AUGUST 1984

50TH EDITION

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50 AREAS

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IN THE WORLD

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

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EDITORIAL

3

IT'S CELEBRATION TIME! Well, it certainly is for us, on the publication of our 50th edition. We feel that this is quite an achievement, especially when we take a look back at the first Courier - there were only 4 pages to that issue! When I took over as the Editor in 1979 with a membership of approximately 700, we started a new magazine, namely The Courier and 50 issues on, I am pleased to announce that we have now broken the 5,000 membership mark. Each individual member of the TSSC must take the credit for making this not only a large but also very friendly Club. IT DOES NOT STOP THERE! With our ever increasing membership we have now branched out into our 50TH AREA too! (can you hear the champagne corks popping here in Prince Rupert Avenue?) Those of you counting the entries on the back cover of this issue will notice only 45 Areas listed but new Areas are in the pipeline at this very moment, e.g. Liverpool, Peterborough, South London and Aylesbury. Incidentally, a note here to prospective new Areas: please, please contact Richard Bruford with details of impending meetings as we are not at liberty to add you to the list before you become an 'official' Area.

Many of us have been attending the numerous shows lately and welcoming new members into the fold. Cambridge and Bromley were both well attended events and the Knebworth Classic Car Spectacular show saw us all sweltering in yet another 90°f day. Here we had a very well presented stand with members enjoying the various 'models' which appeared during the day.

Congratulations to Roger Rowley whose immaculate Spitfire is gracing the front cover of the August issue of Classic & Sportscar magazine and the well written article which appears inside - worth buying.

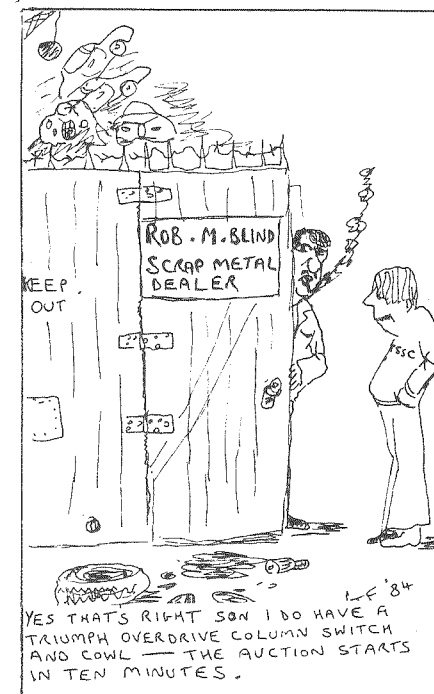
We have a film star in our midst! Dawn Storton and her Vitesse Saloon are starring in a future series of 'One By

One' to be shown on BBC 1. It's not often that you see Club cars appearing in films nowadays but, coincidentally, just the other day I was watching a repeat of The Sweeney and in it it showed at least three different Vitesses!

In conclusion this month I would like to draw your attention to the fact that, for the third year running, the subscription for Club membership has been held at £11.00 (U.K.). Where else in these days of inflation do you get such good value for money? Be sure to renew in order to enjoy another active, exciting and informative year.

BILL SUNDERLAND EDITOR

P.S. The 13/60 Turning Circle is on our schedule for October 1984. Please be kind enough to send your articles in NOW to be sure of inclusion. Thank you.



AUGUST 1984

LARGE CONSIGNMENT OF OBSOLETE LEYLAND ITEMS PURCHASED INCLUDING:-

Fuel Gauge - Vitesse	£2.50
Temperature Gauge - Vitesse/Spitfire I/II/III	£2.50
Air Filter Box (with filters) - Vitesse/GT6	£7.50
13/60 Herald	£4.00
1200 Herald	£4.00
with wire gauze filter 13/60 Herald	£5.00
Grille Surround Panel - Herald 948/1200	£3.00
Brake Master Cylinder - Vitesse 2L/GT6	£12.00
Master Cylinder - plastic reservoir - suitable for Clutch (all models) and Brake (Herald/Vitesse 6/ Spitfire)	£10.00
Wheel Trims - Vitesse 2L MKI/GT6 MKI	£1.00 each
Chrome Trim Above Rear Window - Herald/Vitesse (Convertible)	£2.50
Interior Rear View Mirror (Black) - Herald/Vitesse	£1.50
'B' Post Left Hand Outer - Herald/Vitesse	£4.00
Speedos - GT6 MKI 3.27:1 Diff. K. per Hr.	£12.00
Vitesse 3.89:1 Diff. M. per Hr.	£12.00
13/60 Herald 4.55:1 Diff. M. per Hr.	£8.00
4.11:1 Diff. K. per Hr.	£8.00
Rev Counter - GT6 MKI	£10.00
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Dashboard - vinyl covered part - Vitesse 11/13/60/Herald	£10.00
Front Vertical Link - Vitesse/GT6	£55 pair or £30.00 each
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INTRO

Trudi Squibbs, the Membership Secretary, recently sent me some interesting information on the number of cars in the Club:-

Number of Heralds	1,051
Number of Spitfires	1,292
Number of Vitesse's	1,126
Number of GT6's	968
Number of Bonds	88
Number of Specials	104
Total number of cars registered	4,629
Number of members to date (Mid-June)	4,535

I am sure that the 4,629 figure is conservative, as most members I seem to know have more than one Club car. If you haven't sent in your Registration Form to your particular Marque Secretary, please do so to complete Club records.

You may also be interested to know that new members are continuing to flood in with an intake during May of 286. We realistically expect the figure to exceed 5,000 by the end of August. Please keep up the Recruitment Drive don't forget there's £150 at the end of it for the member whose efforts bring in the most new members, plus a monthly draw of two £5 Halford Gift Vouchers.

ROVER 200 SERIES

As you will all be aware from my article last month, the name of TRIUMPH has been shelved for the time being.

The new Rover 213 has replaced the TRIUMPH Acclaim and entered the showrooms on June 19th. At the time of writing, I have not had the chance to test drive this new model but hope to do so shortly. My first impressions are very favourable and I consider it to be realistically priced, particularly the 213 Vandem Plas which retails at £6,625.35 and sports leather facings, polished walnut veneer door cappings, bronze tinted windows, shag-pile carpeting, electric windows etc., etc.

The new all-aluminium 1342cc 4-cylinder engine is a 12 valve (3 valves to each cylinder) O.H.C. cross-flow unit producing 70 b.h.p. with 75 lb ft of torque. It can apparently accelerate to 60 m.p.h. in 11.7 seconds and has a top speed of 96 m.p.h. Its' five-speed gearbox has a long-legged top gear for relaxed cruising. Steering is rack and pinion and the suspension sports torsion bar/strut at the front with trailing link beam axle and gas filled shock absorbers at the rear. It looks as if it should handle rather well.

I sincerely wish Austin Rover well with this and the other excellent cars they now have in the range. If the Group captures the market with these cars, and re-establishes itself as a viable concern, it is my belief that we shall see an exciting new TRIUMPH sports car coming off the production line by the end of the eighties.

I am just about to go off on holiday to North Devon, where Pan and I hope to enrol a few more members. At the present time we only have nine members of the Triumph Sports Six Club resident in that area!

By the time I get back, the Birthday Barbecue, the Classic Car Show at Knebworth and the West Midlands Two-Day Event will have come and gone. August sports two major Club events and I expect to be at both, i.e. the Leicester National Event the Herald Silver Jubilee Rally, Stanford Hall on 4th August and the August Bank Holiday Town and Country Motoring Festival at Stoneleigh.

In addition to these two, I will also be at The Yeovil Festival of Transport (11/12 August) which will involve work by both Devon and the Somerset Areas. I hope to see you at these great events.

There are, of course, many other Club events going on right throughout the country now, and I do hope as many of you as possible will support your Club and the hard working Area Organisers by attending.

Enjoy your summer motoring see you next month.

J M GRIFFITHS
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PLEASE NOTE



WOULD MEMBERS PLEASE MAKE EVERY EFFORT TO RING OUR HARD WORKING MEMBERSHIP SECRETARY, TRUDI SQUIBBS, DURING THE DAY ONLY. SHE DOES HAVE A PRIVATE LIFE TOO AND CANNOT BE EXPECTED TO SPEND HER EVENINGS DEALING WITH CLUB BUSINESS.

THANK YOU.

NEWS REVIEW

Footman James & Company Ltd. wish it to be pointed out that they are now able to accommodate drivers aged 21 years or over for the lower group vehicles. Another aspect of the Scheme is that in respect of the Vehicle Condition Report Forms, they normally ask that, for Schemes 3 and 4, the form is to be countersigned either by a Club Official or another Marque Specialist. In this regard, it should be noted that Club Officials may be approached in this manner. To avoid any potential Professional Indemnity problems, they stress that they are not asking that Club Officials or Marque Specialist provide a valuation but what they want is confirmation that the value placed on a vehicle by an Insured is not wildly inaccurate.

Club Member, John Huntingford, has send us details of a 'Classic Car Restoration Course' which is shortly to be offered at Farnborough College of Technology. Formal enrolment for the course will be on 6th/7th/10th September, 1984 but places on the course may be reserved in advance by writing to the address below. Course Fees: £70 (may be paid annually or termly). This course will be of 2½ duration, once per week for 32 weeks and will be on an evening and/or afternoon subject. The course will be largely practical but there will be a theoretical content. It will cover the repair and restoration of vehicle bodies and chassis suffering from minor accident and corrosion damage; the renovating of interior trim and upholstery; the overhaul and tuning of engines and the maintenance of other mechanical components. Specialist work, such as vehicle electrical systems, automatic transmission, etc. may be available if there is sufficient demand.

For further information and/or application forms, please contact:

A J Soane
Farnborough College of Technology
Motor Vehicle Section
Boundary Road
Farnborough
Hampshire
GU14 6SB

RECRUITMENT DRIVE 1984:

Just a quick report this month as I am trying to produce one GT6 from about 10,000 pieces! The response is still very good: I can only thank all those making the effort and ask you to keep up the good work.

This months prize winners are:

82/4342 Antony Flower
82/3512 Nigel Adams

Congratulations to both of you. Your £5.00 Halford Vouchers will be arriving shortly. JONTY WILD

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8 HAS ANOTHER GREAT BRITISH CAR NAME GONE?

The following article, written by John Griffiths, has also been sent to various leading car magazines.

Much has been written and talked of recently regarding the proposed death of the TRIUMPH name. Articles have appeared both here and on the other side of the Atlantic, and quite rightly so, as the name TRIUMPH represents one of the greatest car manufacturing names in British automotive history.

At the present time the name TRIUMPH only remains on the bonnet of the Acclaim, which as from 19th June, will be renamed the Rover 213. As far as the true enthusiast is concerned, the real death of TRIUMPH occurred with the demise of the SPITFIRE, TR7 and TR8, the Acclaim being more or less a Japanese Honda Ballade, built under license.

There will, therefore, be very little ceremony from the protagonists this month when the name is quietly buried.

But has TRIUMPH died? Will we ever see the name again on a real motorcar?

The long and successful history of TRIUMPH is, of course, deeply bound up in sporting achievements. Before the end of the 1920's TRIUMPH had built the Super Seven sports car, although it was not really until the thirties, when Donald Healey brought the name to the fore in International Rallies. After the Second World War came the glorious phase of true TRIUMPH sportscars, with the introduction of the TR series. In the 50's the TR2, and TR3 were the cars to beat. The cars were rallied and raced the world over and, naturally, captured the imagination of every would be racing driver. The great Herald range followed, spawning the SPITFIRE, which proved so successful at Le Mans and again in rally form. The TR range continued to be rallied successfully right up until recently with the spectacular and mighty TR8.

IF THE NAME IS REINTRODUCED IN THE FUTURE, WILL THE CAR BE WORTHY OF IT?

Two of the top directors of Austin Rover were at pains to tell me of the amount of discussion and forethought that took place before a final policy decision was reached to drop the name. The acutal reason given was a desire to present to the public a unified and distinctive corporate image, with which every person can readily identify. Austin Rover believe that the use of too many marque names leads to general confusion, although they, of course, resurrected the MG name. In my opinion, however, the MG name has simply been used as any other Company may use a G.T. badge!

Notwithstanding the Company's desire to present a corporate image, I am told that they would resurrect the name again if it fitted in to their market strategy. This is not particularly satisfactory as far as the TRIUMPH enthusiast is concerned, as yet again we may see the name uncharacteristically stuck on some future Japanese wonder!

I believe that time will show that the wrong policy decision has been made and that people of Great Britain will reveal that they prefer the individualism of the marque names.

BUT PLEASE IF YOU ARE TO USE THE TRIUMPH NAME AGAIN, LET'S HAVE ANOTHER GREAT BRITISH SPORTSCAR IN THE STYLE OF THE SPITFIRE OR TR'S TRULY WORTHY OF THE NAME?

I put it to the Directors that there is very little competition in this particular market at the present time and with the relaxing of open top laws, had they considered such an exercise.

The Directors I spoke to were both enthusiasts themselves, and as it is, of course, much more exciting to produce a sports car than a staid family saloon, my question naturally fell on receptive ears. However, the answer came that Austin Rover has a firm commitment to its public owners to turn itself into a strong and viable enterprise, offering large scale employment not only to it's own staff, but all the connected industries.

It is, however, more than just a possibility, say by the late 80's when, hopefully, we shall see Austin Rover firmly on the road to recovery, that they will be able to consider the financial implications of manufacturing a new sports car in the concept I have described.

As an enthusiast I ask myself will this be a TRIUMPH or an MG. From what the directors said, any such car would stand an equally good chance of being called either name, but reading between the lines, or speculating if you like, I believe it is more likely to be called a TRIUMPH because Austin Rover have committed themselves to using the MG name as a G.T. badge.

UNLIKE THE MG OWNERS CLUB, WHO CAMPAIGNED TO SAVE THE MG FACTORY, PERHAPS THE TRIUMPH CLUBS SHOULD CAMPAIGN FOR THE REBIRTH OF A TRUE BRITISH SPORTS CAR.

LE MANS 1984

The members of the Northern contingent (Ken, Ken and respective wives) would like to thank Dave and Sue Baylis for organising the terrific experience which would, without their interest and effort, still have been something that 'other people' do. A fine example of how Club membership can widen horizons.

KEN BANCORFT
W. YORKS

9 'AUTOSUNDAY' REPORT

Another very successful 'Autosunday' was held at Bracknell on 1st July. The event, sponsored by the Rotary Club of Easthampstead, seems to get better year by year (much to do with their excellent organising). There were a reported 18,500 visitors which resulted in a revenue of £20,000+ to go to charities.

As usual, our Club stand was well-attended with much interest in our activities - netting a possible 3 - 4 new members. Our TSSC Concours was very ably judged by guest Judge, Gerry Higham, (Austin Seven Owners Club) and Ken Rodmell, Hants and Surrey Area Organiser. My thanks to both for their diligent approach to such a difficult task. 13 cars entered and were placed:-

1st	C Brash	Spitfire MKIII
2nd	J Carter	Herald Estate
3rd	J Jensen	Vitesse 2L

A further trophy was awarded to Clive Brash for 'Best Car of East Berks Area' - well done, Clive!

Keeping this report short is difficult as there is so much to say. However, I must express my thanks to all Area and Club members who devoted time and effort in contributing to make our presence such a success (you all know who you are!).

Autosunday is now the largest event of its kind in the south of England. Let's hope a few more Club members take the cue and make a date to be there next year.

JOHN REED
EAST BERKS A.O.

INTERESTED?

ARCEN - HOLLAND

Brian Waters from Luton is taking his MKIII GT6 over for this event. Anybody interested in sharing trip and expenses?

Contact Brian on Luton 25366 or
Luton 26504

MEMBERSHIP SECRETARY

Dear Members,

Firstly I must say how grateful I am to those members who have already renewed their Membership for 1985. The very first member to renew being E S Boik from Durban, South Africa. The response has been very encouraging and I hope the momentum keeps up. I do appreciate the way you have completed the Renewal Forms so efficiently, especially the details on Area codes. This helps me enormously in breaking down lists of members to send to our Area Organisers. Please don't forget to complete the Vehicle Register details.

Secondly, I hope you like the new Renewal Stickers for 1985. They should certainly look prominent on your

windcreens. May I ask you please to display these, as it helps fellow members identify whether or not the driver is a member of the TSSC. If not, then the Windscreen Recruitment Leaflets can help to put that right!

As you will see, the Renewal Fee has not been increased for the second year running and I hope this will encourage you to continue your association with us.

Don't forget the Herald 13/60 Turning Circle is published in October, so make sure of your copy by renewing on time.

TRUDI SQUIBBS
MEMBERSHIP SECRETARY ➔➔➔


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Engine Capacity cc Value £	Occupation 1	
Approx Annual Mileage	Occupation 2	
Is vehicle kept in locked garage? YES/NO	Any accidents in last 3 years? YES/NO	
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CHEQUES ETC. SHOULD BE MADE PAYABLE TO THE TRIUMPH SPORTS SIX CLUB LTD. AND SENT WITH A STAMPED, ADDRESSED ENVELOPE TO:-

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508073/S2	Herald 'S' Saloon	Special Parts Cat. supp. no. 2	£2.00
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	Vitesse MK1	Handbook	£4.00
	Vitesse MK11	Handbook	£4.00
545189	Spitfire 1500	Handbook	£4.00
511242	Spitfire MK1	Handbook	£4.00
512915	Spitfire MK11	Handbook	£4.00
516282	Spitfire MK111	Parts Catalogue	£12.00
	Spitfire MK1V	Handbook	£4.00
RTC 9110	Spitfire 1500	Parts Catalogue 74-77	£12.00
RTC 9110B	Spitfire 1500	Parts Catalogue 77-80	£12.00
9819CA	Spitfire 1500	Parts Catalogue 80-82	£12.00
RTC 9230B	Spitfire 1500	Workshop Manual	£16.00
512944	GT6 MK1	Handbook, 2nd edn.	£4.00
	GT6 MK11	Handbook	£4.00
515754	GT6 MK1 & 11	Parts Catalogue	£12.00
520949/AL	GT6 MK111	Parts Catalogue	£12.00
TRIUMPH SPITFIRE & GT6	BOOK - written by Graham Robson		£9.95

FOREIGN PUBLICATIONS

545193 (Sweden)	Spitfire MK111	Handbook	£5.00
545248 (Germany)	Vitesse & GT6	Workshop Manual	£16.00
545191 (Germany)	Spitfire MK1V	Handbook	£5.00
545188 (Germany)	GT6 MK111	Handbook	£5.00
AKM 4544 (N. America)	Spitfire 1500	Handbook	£5.00
545246 (Holland)	Herald 1200, 12/50 Vitesse & Spitfire	Workshop Manual	£16.00
545257 (Holland)	Spitfire 1V, 1500	Workshop Manual	£16.00
545247 (France)	Vitesse & GT6	Workshop Manual	£16.00

POST & PACKING

Handbooks and Supplements	UK 50p	Overseas £1.50p
Workshop & Parts Catalogues	UK £2.00p	Overseas £5.50p
Triumph Spitfire & GT6 Book	UK 1.00p	Overseas £3.45p

Cheques and Postal Orders to be made payable to: QUAD MARKETING
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Northants
NN1 2PH

*Foreign Publications supplied in language specified.

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BAR • DRIVING TESTS • TEAS
TREASURE HUNT • DISCO

(SUNDAY MORNING)

STANFORD HALL

LUTTERWORTH LEICESTERSHIRE

SATURDAY 4TH AUGUST 1984

11A.M. ONWARDS

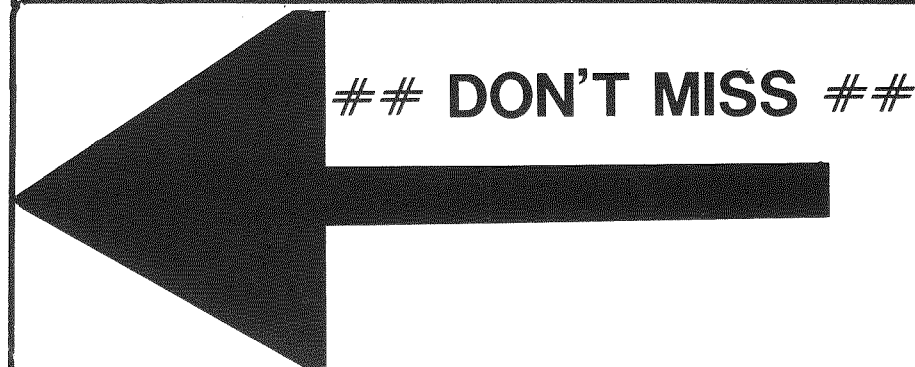
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☆☆ WHAT'S ON NEXT ☆☆



STONELEIGH 1984

The Town & Country Festival will take place on 25th, 26th and 27th of August this year at the National Agricultural Centre, Stoneleigh, near Kenilworth, Warks. This event promises to be full of fun with it's theme this year of Mardi Gras. Once again, the Club will be represented in the IBCAM motoring festival section of the event, where we will be going all out to win first place in the stand awards - we were 4th last year. The three-day show has a lot of attractions for everyone and it is always worth a visit. Camping will be available on the Friday, Saturday and Sunday nights at The Old Leamingtons Rugby Club - THIS IS NOT THE PLACE WHERE WE HAVE STAYED IN PREVIOUS YEARS. Entertainment on the Saturday night will be a disco/buffet at Long Itchington Community Centre, with coach transport provided and on the Sunday there will be a 'Sixties' disco/buffet at the Rugby Club - look out those mini skirts girls!

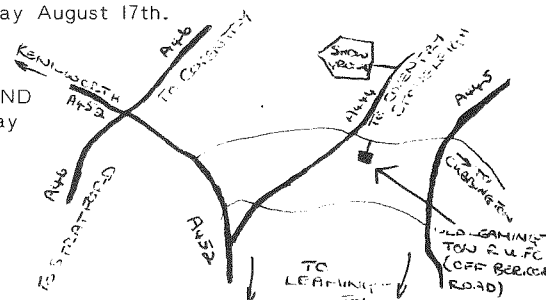
Camping will be £1.75 per night, per unit.

Disco/Buffer tickets are £4.75 per head, (includes coach)

Sixties Disco/Buffer tickets are £3.50 per head

S.A.E. and remittance please to Janis Spicer (address on inside front cover). Tickets limited so hurry!!! Closing date Friday August 17th.

For three day passes at £6.00 adult,
£3.00 child or O.A.P., please contact
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STONELEIGH, WARCS. Entry per day
is £3.00 adult, £1.50 child or O.A.P.



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NORTH YORKSHIRE AREA 3RD ANNUAL CONCOURS & MOORS RUN SUNDAY 2ND SEPTEMBER, 1984

You are invited to enter our 3rd light-hearted concours and Moors Run held this year at:

The Blacksmith's Arms Hotel
Hartoft End
Rosedale Abbey

Camping available on site: Good bar meals.

Judging starts 11.30am

Moors Run starts 2.30pm

ENTRY FEE £2.50

Entries please by August 4th to SALLY HURD, 42 Wooside Avenue, Burnholme, York.

STANDARD INTERNATIONAL RALLY IX

AT BROUGHTON CASTLE, BANBURY, OXON
ON SUNDAY 2ND SEPTEMBER, 1984

Can the TSSC continue to dominate this major event on its return from Holland? John Thorpe's GT6 took the honours in Arnhem and we wish to maintain our recent record. For new members, this important rally of clubs, catering for Standard and Triumph cars was held alternately in the UK and USA until 1983's trip to the Continent. Its the best opportunity to see the development of these two marques and it is hoped that the 1950 Triumph TRX and 1965 Triumph Fury prototypes will put in an appearance. As well as the concours event, there will be a photo competition (to be extended this year to include drawings and paintings) and a Dinky concours. The site is in the grounds of Broughton Castle, a medieval Manor House dating from 1300, which stands on an island surrounded by a 3 acre moat. It is the family home of Lord Saye and Sele and has been owned by the same family for over 600 years. The £3 entry fee is very good value as it covers all competitions, entry to the Park for all occupants of your car and souvenir plaque. Caravan/camping will be allowed 'on site' Saturday night at £1.00 per van/tent. Entry forms available from Brian Blackwell, 84 Chapter House, Coffee Hall, Milton Keynes MK6 5EF or John Cudmore, 'Up Country', High Street, Stonesfield, Oxford OX7 2PU - send S.A.E. please.

Motor 100



EVENT SUMMARY OF THE WORLD'S BIGGEST-EVER MOTORING FESTIVAL RECEIVES OVERWHELMING RESPONSE MOTOR CLUBS TO PLAY KEY ROLE IN 10,000 VEHICLE DISPLAY

As many of you will have read in the Press, Silverstone Circuits Limited have now announced their plans to stage the world's biggest ever motoring event, being held to commemorate the Centenary of the motor vehicle.

Entitled 'Motor 100, A Century of World Motoring', it will take place at Silverstone Circuit, near Towcester, Northamptonshire over the three days of the 1985 Spring Bank Holiday (May 25/26/27) and comprise a staggering 8,000 to 10,000 exhibits drawn from every corner of the globe.

Indeed, invitations are being extended to all the world's vehicle producing countries. Each will be allocated sites around the perimeter of the track, and encouraged to create displays that will portray the history of their motor vehicle and allied industries, in a suitably graphic and dramatic way.

Furthermore, the motor clubs will be situated in the inner area of the circuit where they will play a major role in theme displays encompassing every period and type of motoring from veteran motor-cycles to custom cars and historic commercial vehicles to racing cars.

However, 'Motor 100' will be more than just the greatest static show of motoring ever assembled, for throughout the duration, silverstone's world-famous track will be fully utilised. Visitors will be treated to the sight of demonstrations and parades of everything from veteran road vehicles and early land-speed record cars to Grand Prix cars of all ages.

Our club has been invited to participate in this event, a unique extravaganza which has already captured the imagination of the world's motor manufacturers and their suppliers. There will never have been a show quite like it!

As you can see from the above, next Spring Bank Holiday will see the biggest Motor Show ever staged and we, along with all the other motor clubs, will have a stand. This will be our chance to meet the world's public. Obviously, our stand must be of a very high standard, being the number-one Triumph club. This event will be organised by the Northampton Area.

At the first meeting of our Events Committee, the initial plans for our display were laid down and a list of requirements drawn up. As this event will benefit the whole Club, we will be looking to the Club members for as much support as possible.

The stand will take the form of the original Herald launch at the Motor Show. So far we require:-

1. A good example of every marque of car covered by the Club, including racers.
2. Any posters/literature available from the launch of any of 'our' cars.
3. A Herald rolling chassis.
4. A car which has undergone a rebuild - any marque.
5. Marquee, lights, flag poles, Triumph flags.
6. Participation by International Club members.
7. Ladies prepared to assist with on-the-day PR together with stand marshalls, and which days available.
8. Wood 2" x 2" lengths - hard board or thin ply.

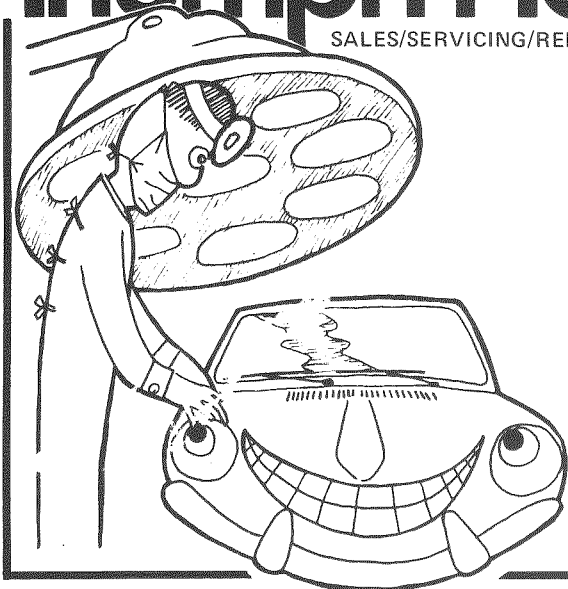
We appreciate that this event may appear to be a long way off, but as you will appreciate, everything must be right. If you can help in any way, we must know now; please write initially to: Val McKeggie, 12 Pochin Drive, Market Harborough, Leics.

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COMPETITION NEWS

LYDDEN HILL SPRINT - 12TH MAY

Five Club cars arrived on a fine, dry Saturday for a good thrash.

At last I had a balanced prop. and could feel happy about exceeding 80mph, though was apprehensive about the fast 90^o right at the bottom of the hill without a roll bar. Johnathan Stevens was also in good shape, both of us in the Standard Class Vitesse Convertibles.

Trevor Shakespear arrived in his Saloon, having been threatened with a 'fail' by Goodwood scrutineers, for having a dirty car. The metal bits left on the chassis were cleaned with what appeared to be an industrial kitchen floor cleaner.

Both Paul Unwin and Edward Wilkinson trailered their cars - Paul's Convertible displaying some reluctance to be untrailerred. After scrutineering, in which the chap broke my ancient and rusted exhaust bracket off, we proceeded to practise - via the excellent snack bar!

Practise Times:

Trevor	126.79 secs.	Vitesse 2-Litre
Johnathan	129.96 secs	Vitesse 2-Litre Conv.
Edward	132.15 secs.	Spitfire 1.3
Geoff	134.54 secs	Vitesse 2-Litre Conv.
Paul	138.69 secs.	Vitesse 2-Litre Conv.

Most of us found the circuit great fun. I had problems holding the road with a duff suspension and standard road tyres. Paul reported handling problems and wasn't happy at all. The first timed run was good: 2 laps of the circuit, averaging 60mph, second and third gears, hitting 90mph at the end of the straight (well, nearly). Lydden has no great problems and is great for lurid cornering.

First Timed Run:

Trevor	123.98 secs.
Johnathan	128.39 secs.
Edward	128.99 secs.
Geoff	132.32 secs.
Paul	135.86 secs.

Only Edward and Johnathan went faster in the second run. I found a few wrong gears, but did have the roof down!

We had enjoyed ourselves, lapping at around 65 seconds - the fastest racing cars were aiming at 40 second laps!

Second Timed Run:

Trevor	124.59 secs.
Johnathan	127.84 secs.
Edward	128.60 secs.
Geoff	134.02 secs.
Paul	137.55 secs.

LLANDOW CIRCUIT - SATURDAY 16TH JUNE

Not so many of us at this Sprint Meeting. The entrants were: Martin Brown, W Haseldine, Kevin Ginger, Eddie Wilkins and a newcomer, Giles Turner.

8.45 am and we all decided to walk the circuit, which consisted of 1 mile per lap. Having walked it, we discussed what we thought would be the points to watch out for.

Then things started to liven up in the shape of a convoy run getting ready, so we all joined the queue. After the convoy run, we all parked in the pits. Martin was trying to find the cause of his misfire and I checked my spark plugs. Next came the practice run. When we had all completed this, we talked and Martin decided that fitting wider tyres was not such a good idea because he had a nasty twitch on the top bend.

The first timed runs started a little later than planned as the ambulance men got held up. When they finally arrived, we managed to get a good time and better it on each run - even though the temperature was really hot. Martin still had a bit of a hop round the bends in his standard Vitesse. W Haseldine in his modified Vitesse went round very smoothly. Giles, in his standard GT6, did very well for his very first time on the circuit. Kevin, in his mid-engine GT6, did amazingly well, winning his class even with a fuel problem - I think he was going so fast that his fuel pump couldn't keep up! As for myself (Eddie) in my standard Spitfire, I went round very well but I decided to move a few tyres in the chicane, when I tried to go through it sideways. On the next run I had a very fast time, which made me a class winner by 6 seconds and only 5 seconds behind Kevin in the Modified Class.

The times for the Sprint are as follows:-

	Practice	3rd Time Run
E Wilkins Spitfire MKIV	121.47	118.78
M Brown Vitesse MKII	128.06	123.75
W Haseldine Vitesse MKII	126.36	121.73
G Turner GT6 MKIII	141.83	133.22
K Ginger GT6 MKIII	116.55	111.93

**ROUND 6
GURSTON DOWN HILL CLIMB
JUNE 24TH**

Nine members turned out for this Midsummers Day event, held in glorious sunshine. Several drivers were competing at Gurston for the first time, notably Paul Unwin, Mike Wardill, Neil Williamson, Hugh Davies, Edward Wilkins and Neville Heath. Ray Lye was out for the first time in his recently completed Special Sparrow, a Bond-based kit-car, with a tuned Spitfire engine and old campaigners, Richard Bruford and Martin Brown were also in attendance.

Practice was completed without incident, but Ray was having trouble keeping his engine oil in the sump due to crankcase pressurisation. A few hasty modifications saw Ray completing one of his allotted practice runs before the start of the timed runs.

Neil Williamson kicked off the afternoon runs with an excellent climb of 45.94 secs. in the modified GT6, which he was sharing with Hugh Davies. Hot on his heels were Martin Brown (46.15 secs.) and Mike Wardill (46.83 secs.), both driving standard Vitesse MKII's. Edward Wilkins was trying hard in the standard MKIV Spitfire and put in an excellent time of 48.60 secs.

The second runs saw Neil improve to record a class winning 45.14 secs. This was too much for Martin Brown, who indulged in some very sideways motoring through Karousel and recorded a slower time. Edward Wilkins was also slower but thrilled the spectators at Ashes by going straight on despite full right hand lock. Mike Wardill improved his time to 46.54 secs. for third in class and Neville Heath was enjoying himself in the modified Herald 13/60 with times around the 57 second mark. Hugh Davies, in the shared GT6, put in a fine 48.61 secs. run, whilst Paul, Richard and Ray were having their own private battle with Ray emerging the fastest by 1/100th of a second from Richard.

So ended a very enjoyable days motor sport at this delightful venue. Many thanks to Chris Owen and the Avon Area members who ran a convoy to the meeting, also to Edward Wilkins' dad, Ted, who supports us at every race meeting and to Pete Boyce, Dave Young and any other members who turned up to spectate.

The times were as follows:

Neil Williamson	GT6	45.14 (m)
Martin Brown	Vitesse MKII	46.15 (s)
Mike Wardill	Vitesse MKII	46.54 (s)
Hugh Davies	GT6	46.81 (m)
Edward Wilkins	Spitfire MKIV	48.60 (s)
Ray Lye	Special Sparrow	49.41 (m)
Richard Bruford	Vitesse MKII	49.42 (s)
Paul Unwin	Vitesse MKI	50.14 (m)
Neville Heath	Herald 13/60	51.50 (m)

s = standard
m = modified

**MARTIN BROWN
COTSWOLD AREA**

**POINTS SO FAR
AFTER SIX ROUNDS**

Bill Haseldine	37	Paul Unwin	11
Kevin Ginger	33	Ray Lye	10
Martin Brown	32	Geoff Gowers	6
Trevor Shakespeare	32	Giles Tinkler	5
Edward Wilkins	31	Andrew Lacey	3
Mike Wardill	19	Nick Halford	1
Andy Ridgewell	17	Hayward Ridley	0
Johnathan Stevens	16	Dave Young	0
Neil Williamson	13	Julian Mendus	0
Hugh Davies	12	Gareth Thomas	0

With six rounds to go, things look like being very close near the end of the year.

REMAINING ROUNDS

7	-	July 21st	-	Oulton Park
8	-	September 2nd	-	Goodwood
9	-	September 16th	-	North Weald
10	-	October 7th	-	Gurston
11	-	October 14th	-	Goodwood
12	-	October 21st	-	North Weald

KEVIN GINGER

INTERNATIONAL NEWS

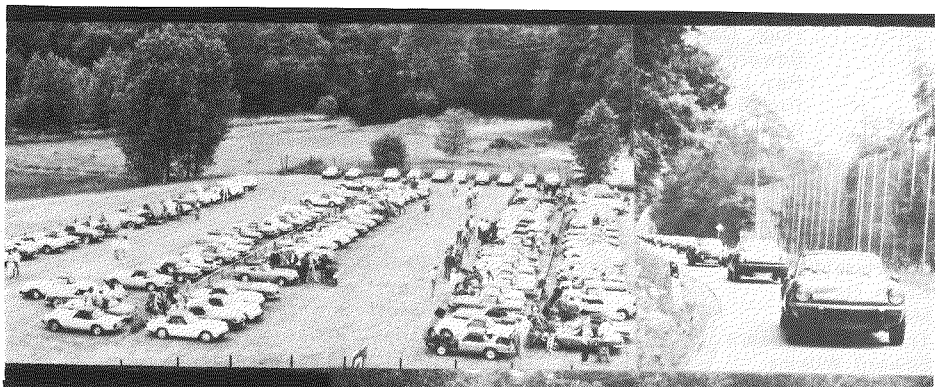
I have been a member of the TSSC since March of this year. I must congratulate the Club on their very informative and interesting Club magazine. I am Area Organiser for a group of Spitfire drivers (25) from the Sauerland area of Germany.

We attended the 4th German Spitfire meeting in Osnabruck on 6th June. The attendancies were very good with about 150 cars: this is marvellous by German standards as Spitfires are very few and far between here. On the Saturday the Spitfire Club of Germany organised games and there was a general opening and shutting of bonnets and shop talk. We had a disco in the evening.

On Sunday there was an excellent convoy drive with nearly all cars taking part. The drive was well organised, covering a distance of about 50 miles, with the lead cars blocking the road junctions to allow the rest to drive by without hindrance. The photographs which appear on this page are of the meeting to give members some idea of the quantities involved.

Details sent by:

Del and Marita Carpenter
Am Baumberg 12
5983 Balve
GERMANY

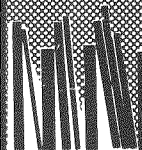


We were very pleased to hear from our German friends and to learn of their successful Triumph orientated event. As our membership continues to grow throughout the world, we have decided to introduce this new feature in The Courier, namely International News. We invite our foreign members to write in and tell us about their various news and events. WE LOOK FORWARD TO HEARING FROM YOU.



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NAME: ADDRESS:

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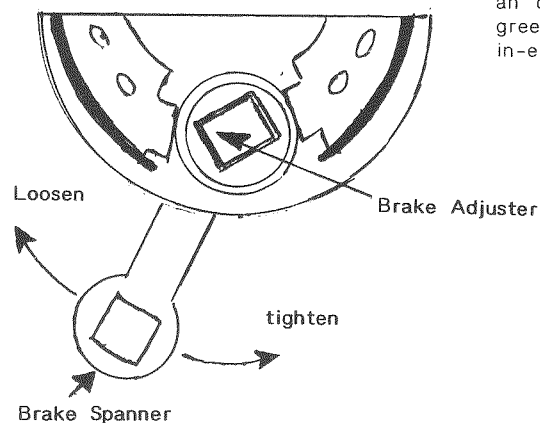
QUAD MARKETING 19 Prince Rupert Avenue, Desborough, Northants. NN14 2PH.

HANDBRAKES – WHY DON'T THEY WORK?

Having spent a lot of time and money on a '64 Herald Estate, I was most disappointed and annoyed when it failed it's MOT Test on it's handbrake. Unfortunately, the old fool at our local MOT Station would not accept that 'Herald handbrakes never work', and he wouldn't wear the one about the new shoes I hadn't bedded in yet (I used it successfully twice before!). And, living on the edge of Dartmoor, one can't just go elsewhere, as there isn't anywhere else!

So, I then tightened up the brake shoes so that they just rubbed. Incidentally, contrary to the way it looks, the more revolutions made on the brake adjuster, the tighter or looser it gets:

FIG. 1



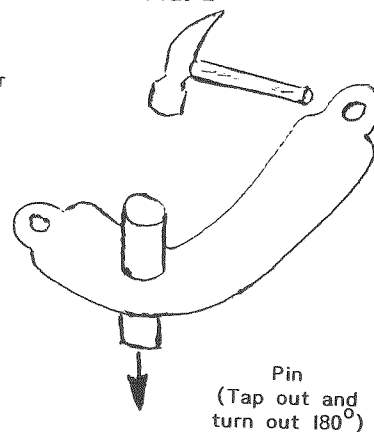
It pays to buy and use the proper spanner, as if you don't, you will soon round off the edges of the adjusters if they are a bit stiff, making them possible to tighten.

I then tightened up the cable; yes, I had to resort to a 7/16 spanner and mole-grips too! So that the lever would only go up it's regulation three to four notches and tried again - FAILED! Back to the drawing-board.

I found that the lever arms which pivot between the backplate and the brake operating piston had worn their splines, thus reducing their leverage. These spindles can be tapped out and turned 180°, effectively giving you new ones. It helped but as the MOT machine proved, not enough (see Fig 2).

It then occurred to me that as I had been jacking the car on it's diff. casing, both half-shafts were as far down as they would go, effectively loosening the handbrake as soon as I put the wheels back on the ground. So I jacked the axles and tightened it accordingly, (remember that one half-shaft goes down and one up whilst cornering - in theory!). So, back to the station and BINGO! It passed at the 5th attempt. And he only charged me a tanner - perhaps he is not such an old fool after all, even if he did greet the car with "Er's an' 'oltammer in-er?".

FIG. 2



Richard Bruford

ORGANISING EVENTS AND THE R.A.C.

RICHAD BRUFORD

DRIVING TESTS:

The easiest way of organizing these is to call the event a 'gymkhana' rather than an autotest which involves R.A.C. scrutineers etc.

The R.A.C. Blue Book describes a Gymkhana in the following manner:

"This type of event is to be held wholly on private ground and in which no event or test is determined solely by the speed of the competing vehicle, or by the skill of the competitor in controlling the vehicle and if there are to be timed events or tests, there are to be an equal number or more untimed events or tests."

It should also be noted that a Certificate of Exemption is required, and is available on application, at least two weeks in advance, to The Motor Sports Association, 31 Belgrave Square, London SW1X 8QH.

With regard to insurance, providing it is made mandatory for all drivers, you may obtain legal liability cover for competitors in Gymhanas held entirely on private land, by prior application to the Brokers, (i.e. Bowering Motor Sport, Marlowe House, Station Road, Sidcup, Kent DA15 7BW, tel: 01-300 7755). Premiums are payable direct to the Brokers within 14 days after the event.

TREASURE HUNTS:

To quote the Blue Book,

"An event involving the performance of certain problems in which the use of a car is merely incidental as a means of transport and the skill or experience of the driver plays no part. If the event utilizes public highways, it shall be run in accordance with the Motor Vehicle (Competition and Trials) Regulations. Such events may qualify for an exemption of permit (see above)."

Also Police and National Park Authorities through which the event is to be run, are to be notified of the route and timing.

Page 65 ref. 2.17.3 Treasure Hunts shall:

- a) Have no merit attached to being the first to arrive at the finish or any other point.
- b) Not require competitors to arrive at any point other than the finish at or by a specified time.
- c) Make it possible to be the winner without exceeding an average speed of 10mph from start to finish, where an overall time limit is set for the event.
- d) Not require participants to travel more than 100 miles on a highway or to perform any task or solve any problem such as is likely to inconvenience or offend any person not participating.

N.B. The EXEMPTION OF PERMIT applications must state that compliance of the regulations has been undertaken.

Also Landowners on whose land DRIVING TESTS are being held, may wish for CONTRACTUAL LIABILITY insurance to be arranged. Details of the agreement between the Club and the Landowner should be advised to the M.S.A.(R.A.C.) prior to the event, together with request and it will be arranged. Naturally, this does not relieve us from our obligation to take reasonable measures to protect the property.



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



CLUB REGALIA 1984

ATTENTION!!! NEW RANGE OF REGALIA

METAL CAR BADGE	£3.00 + 30p P/P
LICENCE HOLDER	£0.30 + 10p P/P
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LAPEL BADGE (WITH SAFETY CATCH)	£0.70 + 15p P/P
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4 x 4 SILVER ON BLACK ROUND WINDSCREEN STICKERS	£0.35 + 15p P/P
4 x 4 SILVER ON BLACK ROUND WINDSCREEN STICKERS WITH INDIVIDUAL MARQUE - 'GT6', 'SPITFIRE', 'VIT ESSE' AND 'HERALD'	£0.35 + 15p P/P
NEW REAR WINDOW STICKERS, VERY LATEST DESIGN. SILVER ON BLACK 12 x 3	£0.45 + 15p P/P
MY OTHER CAR IS A 'GT6', 'SPITFIRE', 'VITESSE', 'BOND' AND 'HERALD'. SILVER ON BLACK	£0.45 + 15p P/P

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(PLEASE STATE SIZE, COLOUR AND MARQUE, ALSO SECOND CHOICE)

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DECEMBER 1981	COURIER	APRIL 1983	GT6 T/C
JANUARY 1982	COURIER	JUNE 1983	COURIER
APRIL 1982	SPITFIRE T/C	JULY 1983	COURIER
MAY 1982	COURIER	OCTOBER 1983	BOND T/C
JUNE 1982	COURIER	DECEMBER 1983	COURIER
JULY 1982	COURIER	JANUARY 1984	COURIER

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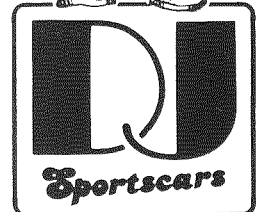
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SOUTH AFRICA - 1984

As most of you are aware, I was fortunate enough to be asked over by the Triumph Sports Car Club of Southern Africa to participate and enjoy their 10th Anniversary of the Club celebrations. I would just like to provide you with a little history of their Club:

The Club was formed in 1974 by the Club's current Secretary, Graham Cheetham, in Durban S.A. He had been looking for an M.G. in previous years and was lucky enough to come across a TR3 instead. After running the local M.G. area for two years, he started the T.R. Club of South Africa. Obviously, the quantity of Triumphs are rather limited in S.A. but as numbers increased he decided, in 1979, to change the name of the Club to its present title, so catering for all marques of Triumphs. The Club is a very active one with just over 400 members - no small achievement. There are regional centres throughout the country, who meet on a regular basis. The general member would confess to loving all Triumphs, whether T.R. or Spitfire and, as they quote in their magazine 'Sabrina', although collectors and investors seem to prefer M.G.s, Healeys, Jaguars etc., Triumphs are for the drivers who drive and enjoy their cars, not just an investment. I should think most of us would agree with this view - I certainly do!

National gatherings are held bi-annually due to the vast distances involved for many members. The one I attended was their 4th. I must say here that Graham and Helen Cheetham have successfully managed to inject much enthusiasm and friendship throughout this South African Club. These feelings, through their continuous efforts, have now been spread to the TSSC and throughout the world via their kind invitations. The Cheethams dedicate most of their lives to the TSSC and Triumphs in general with such joy as I have rarely seen.

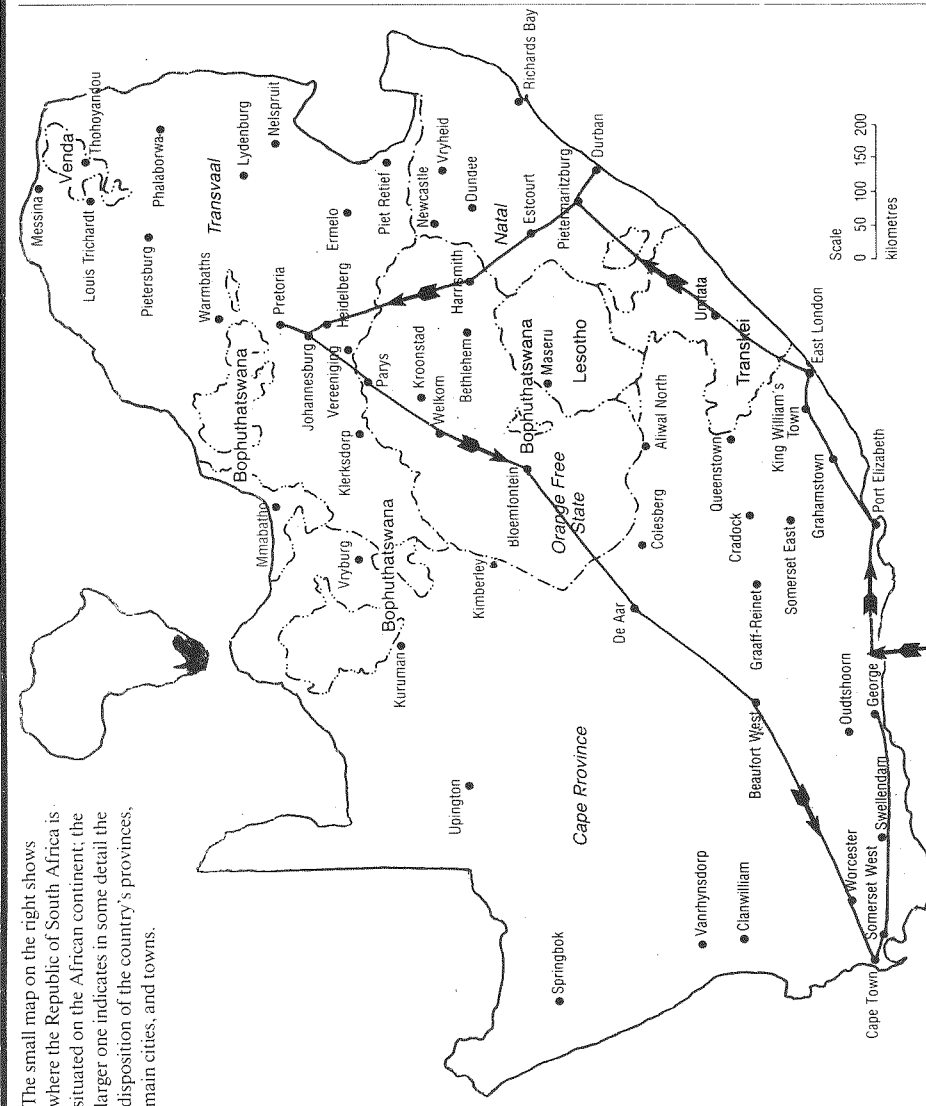
My experience started on Sunday 4th April, where, with Terry and Val

Simpson of the T.R. Register, I flew out from Heathrow to Johannesburg. We had a very comfortable flight which lasted approximately 16 hours. Just outside Johannesburg the pilot announced that he had some very 'good news' for us - that it was raining! Good news indeed for draught-ridden Africa, but having left a bucket-full behind back in the U.K. I could hardly be expected to be enthusiastic about it.

On arrival we were met by the Chairman of the Club, John Dobbins, the Johannesburg Area Organiser, Andy Slaughter and the very kind man who was to loan his immaculate GT6 to me for the month, Peter Du Sautier. We drove from the airport to John's house and from there into the suburbs of Florida (funny, I thought it was S.A.) to sort out financial arrangements. The Club very kindly provided us with the equivalent of our air fare in Rand, the South African currency, to use as spending money whilst we were over there. This amounted to a figure in the region of £500 Sterling each, which had been raised through Club Funds since the Club were determined to have a 'special touch' at their 10th Anniversary Celebrations. It was John's idea to bring people over from the U.K. Triumph clubs - what a very nice thought. It was decided that we should open a S.A. building society account to save carrying vast sums of cash around with us.

That night the Johannesburg Area arranged a welcome barbecue (a braai as it is called over there). We were all made to feel celebrities as they had gone to the trouble of inviting officials from the Jaguar, M.G. and Healey clubs to meet us. A super evening was had by all. I would like to mention here that, because in South Africa the various clubs are very small, all the sports car clubs are affiliated to SAMCA which is in full the South African Motor Car Association. This Association aids some 7,000 members in various aspects of the classic car movement, which includes

ROUTE TAKEN (SHOWN IN BLACK)



provision of a very competitive insurance scheme.

On day two we awoke at 6.00am with the sun blaring through the window

GETTING PREPARED



for our drive from Johannesburg to Cape Town a distance of some 1,000 miles. During that day we managed to cover 621 of these and had a welcome rest in a Motel at Beaufort West after 12 hours of driving in 90°f. There are miles upon miles of straight, comparatively empty roads and we had been warned about speeding in S.A.; the maximum speed limit is 65mph and fines range from £200 to £500 on the spot - not something we needed. Having said that, after a day of being over-taken by anything and everything that happened to be travelling on the same roads, we increased our speed to around 80mph, arriving in Cape Town just at the rush hour time. We had come through the desert and down through the mountain passes with the temperatures reaching 100°f and both the GT6 and Terry and Val's TR made it in style. Once in Cape Town, staying with a local member, Des Rudolf, we realised just what we had done: John had said goodbye in Jo'burg pointing 'that way' and off we had gone, into the unknown. It was this sense of adventure that had made the holiday such fun for us - enjoying the vast, magnificent scenery and never knowing what was round the corner. Incidentally, both cars were returning 40mpg.

Whilst in the beautiful Cape with Des, who was rebuilding a T.R.4 in preparation for the Concours (just a week away at the time), we were able to take stock and have a good look at our surroundings. When we first arrived Des was working on a T.R. with no interior, doors, boot, windscreen surround - to name but a few parts of this incomplete car! It seemed an impossible task to have it ready for the Concours. In S.A. people pay vast sums of money for the pleasure of owning a British sports car. As only the T.R. 2/3's and Spitfire MKI/II and III's had originally been assembled over there any other Triumphs had to be imported with an over 100% Import Tax, making these vehicles available only to the rich man. The TSCC members are not necessarily rich, they more often than not buy the cars as wrecks (or what we in the U.K. would call wrecks) and rebuild them. I must say the South African climate is perfect for convertible sports cars. Back to Des and his T.R.4: he had been working on it for nearly two years, sending the local Area members 'round the bend' with his sometimes monumental problems. The car had cost him a lot in time and money but certainly looked superb. Des is a man with an eye for detail and, although he has to

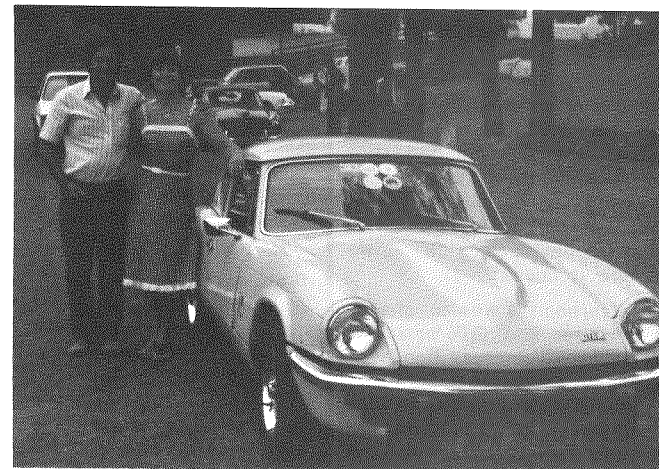
compromise sometimes, he insists that by 1986 it will be totally original. Seeing his dilemma, I spent a day helping to get it ship-shape. We had plenty of head scratching to do and not a few swear words were uttered during the long hours we spent on her. Overall I found the task great fun and I now know a little more about T.R.4's! After four glorious days in Cape Town, being a part of the local Area's social life, Terry, Val and myself made tracks up through the Garden Route to Sedgefield, where the Celebrations were to take place.

The scenery on the way to Sedgefield is totally breathtaking and I could not attempt to describe it. We arrived at our destination at 8pm on Monday, 16th April, the GT6 having been suffering from bad brake-fade on the latter part of the journey. We were greeted by Graham and Helen Cheetham who had travelled 900 miles from their home in Durban and they had decided to spend a few days on site as part of their annual holidays. Sedgefield itself is something akin to the British Lake District and, as the official celebrations were still three days away, we had time to relax. Graham and I spent a lot of time exchanging notes on the various aspects of the TSCC and the TSSC. I learnt a great deal from Graham who is the

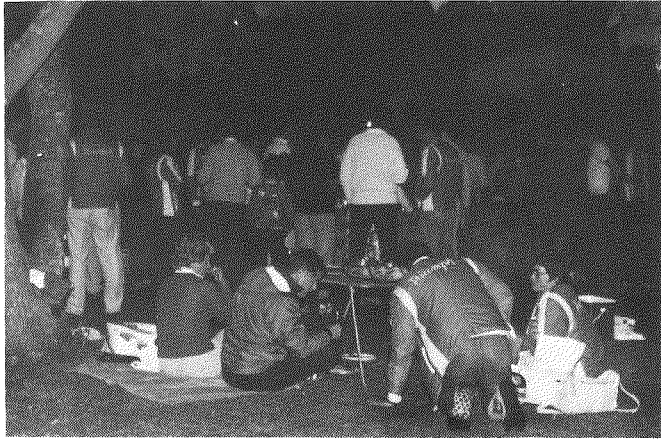


central 'pulse' in the TSCC and along with his ideas and enthusiasm, has managed to make their club the best in South Africa (this was a comment made by SAMCA). The event which followed certainly confirmed these views.

Throughout Thursday 17th cars arrived from all over the country. Some had been on the road for over two days. In the evening we all got together for one of their famous braais (barbecues) - the spirit of the event had started. South



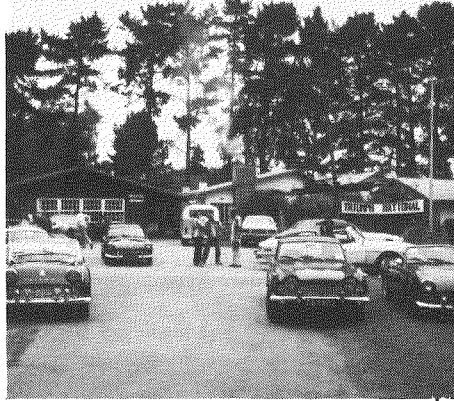
GRAHAM AND HELEN WITH THIER GT6 MK III



GETTING TO KNOW EACH OTHER

African wine is very nice, of which we had plenty but on Friday morning my head was sending me conflicting reports! This year's Celebrations had been the responsibility of the Cape Town Area (each gathering is held in a different part of the country to make it fair for everyone). A full-line photo session was arranged for the 50+ vehicles which by now had arrived. Amongst them was Des Rudolf's T.R.4 as promised; he had driven through the night in a car fresh from the spray shop. Des is no school-boy and had not slept for 4 nights in an effort to reach his goal. There were many other members who had had problems en route and amongst these was Greg Newman, the South African Correspondent (see Courier, June 1984). Greg had come down from Johannesburg (over 1,000 miles) in his 1963 Spitfire 4 (a Spitie as they call them). He had shot a brake pipe in Bloemfontein followed by completely shearing a halfshaft whilst travelling through a narrow ravine, with deep, sheer shelves on each side - we were glad he made it unscathed!

During the afternoon I was in charge of judging the Spitfires and GT6's; I was sorry that no Heralds, Vitesses, Bonds or Specials made it to the event. Nevertheless it took about five hours to judge just fourteen cars, each of which had an interesting story to its credit. As the evening approached we enjoyed a well-watered noggin 'n' natter. The accommodation at Sedgfield comprised



of wooden chalets; in front of which was the 'showground' and further on still was a large lake full of sailing craft of every description. Being Easter Weekend we found ourselves being joined by other holiday makers who, by all accounts, also had a very good time.

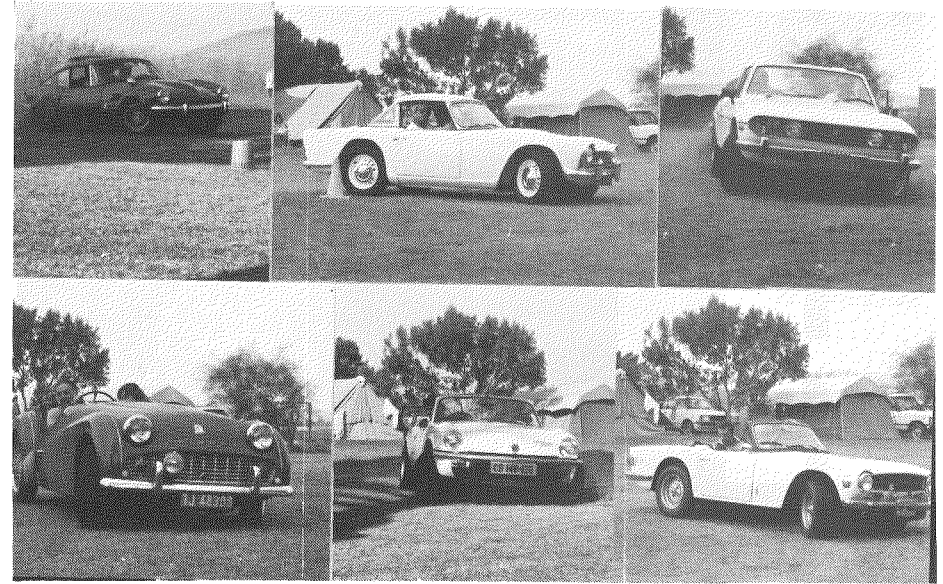
On Saturday we were off to view some caves in the local mountains. 25 Triumphs made up the convoy, in temperatures which we rarely record here in Britain. These comprised of T.R. 2,3,4,5,6 and 7, Spitfire 1,2,3, and 1500, GT6 MK1, 2 and 3 and a beautiful Stag, also owned by Peter Du Sautier. This was the first time that the four GT6's had got together at one time. I should mention here that Trudi Squibbs was partly responsible for helping to export

the GT6 MK2 over in December 1983. Only about 25 GT6's exist in South Africa, making them very sought after. I was asked by many people whether it would be possible for me to export GT6's out to them (there is a good business opportunity here - any takers?)

The Saturday evening saw the official Dinner/Dance, which had some very novel touches including fines for doing the most ordinary things, such as wearing/not wearing a club badge or having/not having a moustache! All profits from this were to go towards a present for the event organisers (nice idea, aye?).

marginally slower than the men but even so, I gather that they plan to make it more fair next time by tugging a Spitfire.

The Driving Test saw a climax to the weekend's activities and was the time when everyone let their hair down. The course was cleverly set out with old tractor tyres and cones. We Brits were out to make an impression and certainly did - overshooting junctions, stalling the cars and running over bollards. Still, we got the most laughs and we all enjoyed the fun. Martin Foster Smith from Martins Fuel Injections (Essex) set the place alight with his spectacular driving,



Naturally, the Sunday did not start until lunchtime, when driving tactics were discussed in detail in preparation for the Driving Test in the afternoon. It turned out to be more of a mini race-course! However, before this came the 'Tug-a-T.R.' competition. Each Centre (Area) formed a team and attempted to pull a 'manned' T.R. in the fastest time over a prescribed distance. I was the official Starter for this event as well as forming part of the Johannesburg team. On my first run I fell over and very nearly felt the wheels of the T.R., which was relentlessly trundling on behind. It is funny but the ladies teams were only

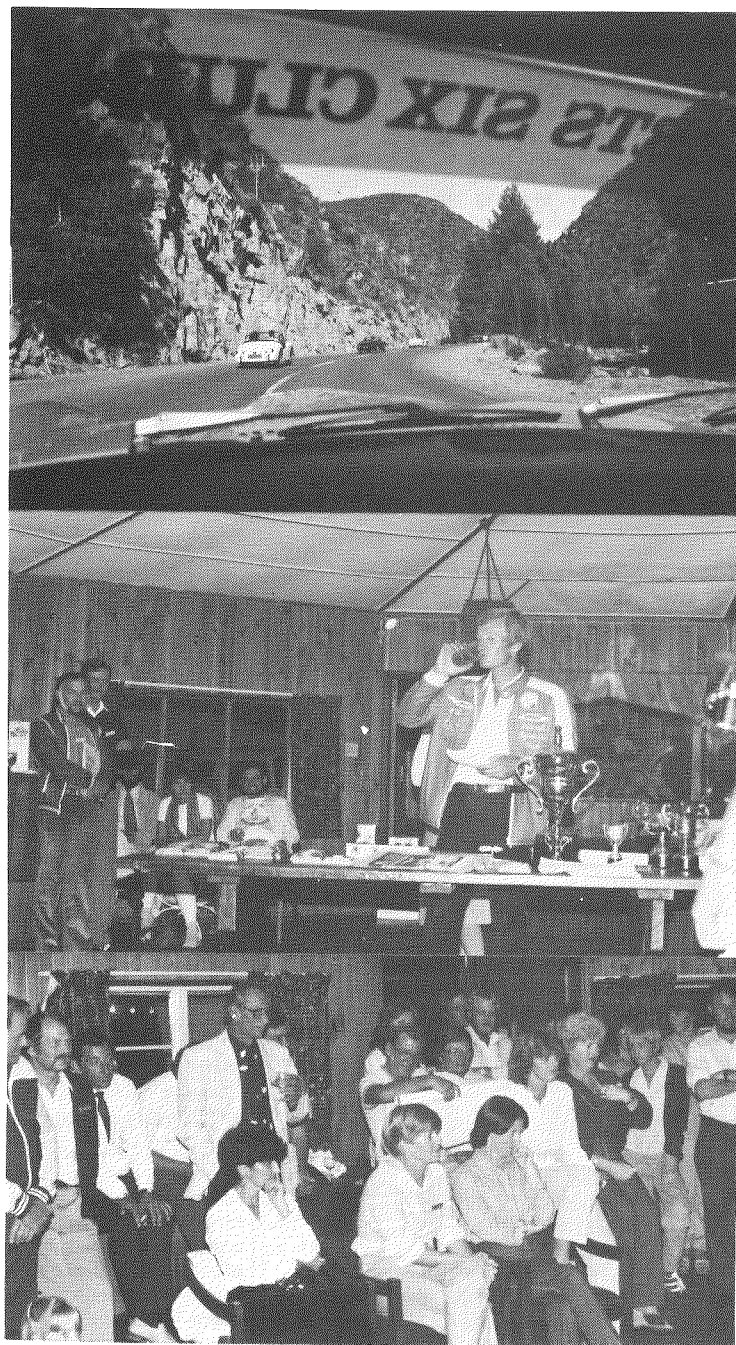
TRIUMPH SPORTS CARS

MIXING WELL

followed by Carl Ilenburger in his GT6 MK2. The Spitfires won the top prizes and was I proud of them - TSSC T-shirts all round. Later we had a Cheese & Wine Prizegiving evening. The whole event was very well organised and great fun, endorsing the fact that enthusiasm and good planning make the day.

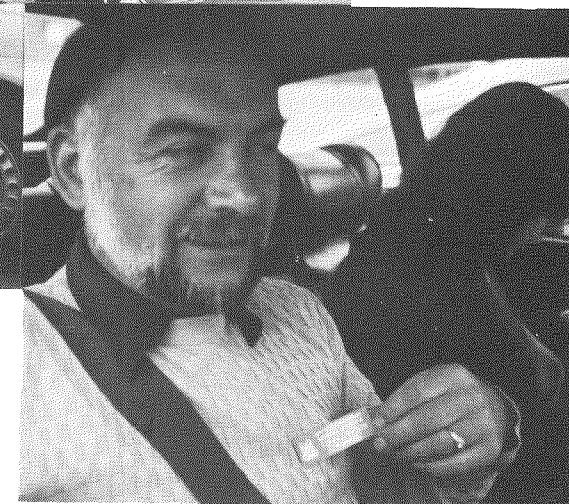
OUT IN
THE LAKES

PRIZES
GIVING



WINNING MK 1 GT6

HARRY FAIRLEY OVERALL
WINNER WITH HIS TR2



T R PRESIDENT

TERRY SIMPSON

ENJOYING THE GT6

Most people left the next morning but we stayed a further day with the Durban contingent and had great fun on the lake in the 75bhp speed boats. That night Martin and I provided the natives with an English Barbecue complete with ten firelighters, whiskey, beer and a hat-full of steaks.

My brother-in-law lives in Port Elizabeth and, as we were due to be passing through the next day en route to our over-night stay in East London, it was a great opportunity to see him. Martin and I left earlier than the rest of the party so that we could spend some time with him. After a brief reunion, we made for East London. Unfortunately, Marin was rather ill (food poisoning I think) and on the rough roads, the GT6 was not the best form of transport for him. We halted in Graham's Town, after being on the road some 10 hours and everywhere we stopped, people stared in amazement as sports cars are rarely seen. Most South Africans drive BMW and Alfa Romeos as these cars are assembled in South Africa and the country does not actually manufacture any cars of its own.

In East London we had been booked in to a hotel, by mistake, in the poorer part of the town and we had to keep security very tight. The Triumphs were shut away in a courtyard behind iron gates and we went in to enjoy a well-earned meal. Nevertheless, Terry's T.R.6 was broken into during the night and the first we knew of this was at 3pm, when the Police (accompanied by the Army!) came knocking on our door. They had caught the two thieves just down the street with their booty and wanted us to identify it. Strange to say that the majority of what they had taken was Terry and Val's dirty washing but three videos disappeared, never to be seen again. The Police wanted Terry to appear in Court but he decided that as it would cause him to be held up in East London for about a week, he would drop the case.

As dawn broke we set out for Durban which was only 450 miles away. This was to lead us through the Transkei, a black homeland. The whole country is run by

blacks who are, I am told, prone to be a little volatile. Apparently the favourite sport there is speeding motorists, where the fines can be enormous. Our trip was an interesting one, through superb countryside and travelling on exciting roads. At mid-day we arrived in Umtata, the Capital of the Transkei. Here we stopped at an ex-Leyland garage (from the times when B.L. was represented in S.A.) To our surprise a buffet lunch had been laid on here, arranged previously by Graham as one of the partners just happened to be a TSCC member! Here I toyed with the idea of getting the only problem with the GT6 rectified - the propshaft U.J., as this had been good. With the car up on the ramps and after a short discussion, it was mutually decided that I should continue on to Durban and have the repairs done there.

The car made it to Durban; the latter part of the journey can only be described as a 'bone shaker'. Anyway, the problem was solved in no time at all, with temperatures soaring outside the workshop to 100^of. We were now staying at Graham and Helen Cheetham's home - complete with swimming pool. The climate in various parts of this country are very different: in Johannesburg the climate is very dry; Cape Town has mixed, fairly changeable weather and Durban, which is in the Natal, is known for it's very humid conditions. I had been told that the time I visited the country was the best one, as two months earlier weather conditions were said to have been unbearable. The weather during my stay had been just right for me, not too hot to sleep at nights or to venture out in the day time.

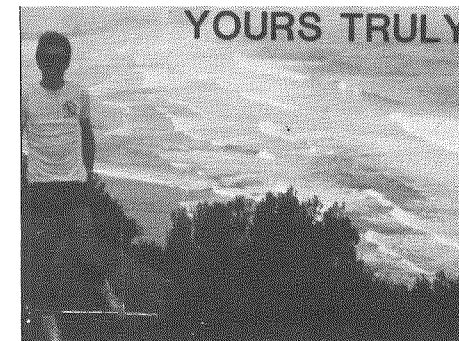
Graham and Helen had arranged a multitude of things for us to do and see.

A social evening was arranged with the Natal Centre (Area) when the Simpsons and I showed videos of our own respective clubs. I think everyone enjoyed themselves and found it an informative evening.

Exploring the surrounding area was great fun, driving in various T.R.'s (well, in such scorching temperatures, soft top driving is a must!). This particular coastline is known as 'surf- boy city'.

One street, the length of Oxford Street in London, has been completely taken over, on both sides of the road, by car garage showrooms. We enjoyed our brief stay in Durban very much. The Cheethams threw a farewell party for us, which consisted of an enormous braai around the swimming pool. Guess what, one guy actually turned up in a Vitesse - yes, a very rare beast in S.A. Andy Greening, the Spitfire Spares Secretary for Natal, showed me his Spitfire. This car had been completely modelled from photographs and was constructed mainly from filler (don't laugh!) as, when he got the car, he did not know of anyone else owning one and had no repair panels available. The completed job was really fabulous, finished in white. In England, of course, the MOT people would have shown Andy the door, but out there, the car is required to be road-worthy, only needing a test certificate (MOT?) when it changes ownership. The lines of this re-built car are quite amazing and he is now in the process of restoring another 'Spitie' to its original condition (this time with metal panels).

As we entered the last week of our holiday, we left Durban with Graham and Helen for a meeting half way between Durban and Johannesburg with John and Liz Dobbins. Graham was, on this occasion, driving his TR3: his complete 'stable' consists of a GT6 MKIII, TR2, TR3, Herald Coupe and a Herald I200



Saloon. We travelled through real Zulu land up to Dundee. Zulu country is 'something else' and we saw here some quite amazing sights: broken down mud huts with wrecked cars 'parked' outside (a sign of wealth). The inhabitants of Zulu land have their own laws (these not recognised by the South African authorities) and find it quite acceptable to kill each other at the drop of a hat, without any fear of State prosecution. Can be very tricky in this part of the country!

At Dundee we said regretful good-byes to the Cheethams and made our way up to Johannesburg. John and Liz looked after us in the true South African style, to which we had become accustomed - good food and unlimited hospitality. After two days looking

WELL TUNED

SPITFIRE

MK 111



round the city of Johannesburg (some city!), in various modes of transport, we made our final stop at Pretoria, the Garden City. This is where all the Government buildings can be found and we had a very interesting tour of these as this is where *Nic* works. He showed us a film about South Africa and the progress the country has made in recent years. Pretoria is a beautiful city, with a nice blend of old and new buildings.

We stayed that night with a local member, Nols Pieuaar (a T.R. fanatic). His stable consisted of a T.R.4 and a T.R.6, both of which are in pristine condition. We enjoyed a final get-together with the Pretoria Center and guess who turned up - yes, Graham Cheetham. He had flown up on business, so popped in for the evening. These boys really do get around!

Our flight home was quite an eventful one: the plane had difficulty in starting and during the flight, it nearly ran out of fuel! The scheduled flight time was 13½ hours but the journey actually took 17 hours due to the strong head winds. Just before landing I was invited on to the Flight Deck, and whilst there I noticed the last two fuel tanks

JOHANNESBURG FROM THE 48th FLOOR



PRISTINE TR4 & TR6



were reading nearly empty. My arrival home coincided with the N.E.C. Car Show (which I just had to attend).

In conclusion I would just like to say that representing the TSSC during this trip had been a totally enjoyable experience and it was really marvellous to

meet such wonderful, Triumph crazy people half way round the world. My thanks must go to the Triumph Sports Six Club Committee of Management for making the experience possible for me.

Written by Bill Sunderland
EDITOR

SPITFIRE REGISTER

Far from being away from the Spitfire Register for the past couple of weeks, I have been researching many aspects of the car we cherish. Firstly, we have a reprint from a 1963 Autocar, which was a Roadtest on a very special MK1 Spitfire. 3139KV was a genuine Works Demonstrator, which was fitted with a complete Stage 2 conversion. You will see that the 0 - 60 time was 11.2 seconds, which was comparable with a Lotus Cortina of the period. This particular car was in our Club last year but was in the process of being sold. I would be most grateful if you could help me in tracing it once again. It was in the Leicester Area when I last checked. I must also mention that it no longer was Webers but still has the engine.

Article taken from Autocar, 12th February, 1963:

IMPROVING THE PERFORMANCE OF POPULAR CARS - WORKS TRIUMPH SPITFIRE STAGE 11 1,147cc

Last week we published the development story of the Triumph Spitfire engine, from the Standard Eight of the the early 1950s to the durable Le mans coupes which produce over 100 b.h.p. To the Triumph enthusiast and private owner this makes an exciting tale but, unlike most manufacturers who participate in competition, Standard-Triumph are prepared to go a step further and kits of the necessary tuning parts are available through official dealers to the customer. The highest stage enables the engine to develop a peak of 90 b.h.p. gross at 6,500 r.p.m. It costs £193 and all the parts are covered by the normal Stanpart guarantee, although claims for the rest of the car will be given individual consideration.

The result of this treatment on the Spitfire is a complete transformation. From a sweet little two-seater tourer it becomes a roty little ball of fire with performance extremely close to that of its big brother, the

TR4. The price mentioned above includes suitable changes to the gear ratios, but not several other modifications which are an essential part of the package if the best use is to be made of the extra power.

Briefly, the specification comprises a new eight-port cylinder head, twin Weber 40 DCOE carburettors, a four-branch exhaust manifold leading to a duel-outlet silencer, and special new interior components such as camshaft, crankshaft, con-rods and pistons. The compression ratio is 10.5 to 1. Power is transmitted to the gearbox via a diaphragm-spring clutch and the close-ratio intermediate gears of the Vitesse replace the normal Spitfire ones. A flatter rear transverse leaf spring has the effect of de-cambering the independent back wheels and there are adjustable dampers all round. The wide-rimmed wheels of the test car were shod with Dunlop SP3 tyres which are not generally available, although SP41 treads are, and we would not expect them to be inferior. We also had a Kenlowe thermostatically controlled electric cooling fan, an oil cooler, a special rev counter reading to 8,000 r.p.m. and a Formular wood-rimmed steering wheel.

With, in effect, an individual carburettor for each cylinder, it only takes a couple of pumps on the accelerator to flood the induction and give immediate cold starting even with a few degrees of frost on the bonnet. From then on the engine pulls lustily without hesitation. Below about 2,700 r.p.m. there is very little torque - not surprising with the peak of this curve at 4,900 and maximum revs over 7,000. However, the engine idles quite evenly at about 1,200 and can be pottered along quietly at low revs without becoming unduly lumpy. Too much town work leads eventually to a trace of plug fouling, but a short burst with a wide throttle soon clears the soot away.

HERALD REGISTER

40 Working on this upper rev band is no chore, for the gearbox is a treat to use with short, positive movements of the cranked central lever. With the close ratios, first is often needed on the move, and although there is no synchromesh it always slips in quietly if one double declutches, even clumsily. The engine revs smoothly and so freely that one needs to keep a wary eye on the rev counter, none too easy with its location very nearly in front of the passenger.

For performance measurements we used a limit of 7,000 giving maxima in the gears of 37, 63 and 85 m.p.h. respectively. Theoretically first gear should have reached 40, but surge on the rev counter needle caused us to change up a little early. These figures compare with 25, 44 and 69 m.p.h. for the standard Spitfire and 33, 51 and 77 m.p.h. for the TR4. In terms of acceleration, the Stage 11 time from rest to 80 m.p.h. of 20.9 sec. is identical with the TR4 we tested in January, 1962, and no fewer than 16 sec. quicker than an ordinary Spitfire, which would be doing only 63 m.p.h. after the same interval. From 80 m.p.h. acceleration falls off in comparison, and it takes almost another 26 sec. to reach 100 m.p.h. The mean top speed is 104, with a best one-way run of 106 m.p.h. both these figures are 2 m.p.h. better than our road test TR4 managed.

Due to its low weight and slim frontal area, the Spitfire manages to give the TR4 performance for slightly lower fuel bills. Our overall figure of 23.8 m.p.g. represented 1,319 miles of mostly flat-out driving, yet even so it compares reasonably with the TR4's 22.5 and standard Spitfire's 31.2 m.p.g.

Although there is a lot of noise in the cockpit with the hood up (and because of the weather we never motor-ed in the fresh-air to see how it compared), outside observers told us that it did not cause a nuisance. A lot of deep induction roar makes the car sound potent and there is a snarl from the exhaust that is crisp and angry in tone.

Handling of the car is much improved by the modified suspension and radial-ply tyres. Discretion is still needed on wet surfaces to prevent sudden tail slides, but one gains immediate confidence in just how far one can take liberties, for everything that happens is predictable. This is where the Stage 11 Spitfire becomes a 'real fun' car if one feels in the mood for some sporting driving. The light and positive steering with high gearing helps one 'catch' the back-end early, and if the conditions permit one can indulge in controlled drift: by stabbing the throttle just on the apex of a turn and simultaneously paying off the lock.

Everyone on our staff who drove the test car came back looking years younger and full of enthusiasm for it. We would readily add it to our stable, if funds permitted, as a means of relieving depression; someone even suggested it should be available on the National Health. For those who can manage with only two seats and have about £1,000 to spare, the Stage 11 Spitfire is worth serious consideration, especially if one is interested in club competition.

I am looking for some rear repair panels for my rear wheelarches. I know that you can get repair panels for the wing below the rear bumper and also repair panels for the earlier models (MK 1-3) but what about MK4's?

The International Spitfire Weekend is again to be held at Arden in Holland on September 1st and 2nd. I will be attending this year with my 2-litre and I hope to meet some more of our growing membership. It is a pity that the Standard Triumph Rally is also that weekend.

Membership News:

As the Club membership increases, we are obviously getting a much larger Spitfire contingent.

MKI	62	MK4	621	No doubt we will
MKII	120	1500	618	have 2,000
MKIII	375	2L	27	Spitfires by the
TOTAL 1823				end of this year.

MEMBER'S CAR FEATURE 90 BHP HERALD 1200 CONVERTIBLE

Many of you have already seen Leon Guyot's red convertible at competitions and other TSSC events this year. As I don't very often feature 'tuned' cars in the Herald Register section, I thought that an article on KGF 21A might encourage a few more Herald owners to go out and compete against Club Spitfires, etc.!

KGF started out as a conventional Herald 1200 Convertible, with a 8.5:1 CR engine, developing about 49 bhp - slightly less than the 53 bhp of the 12/50 with the improved exhaust manifold. Leon's first efforts at tuning were to fit 11/8" twin SUHI carburettors on a 948 TC inlet and exhaust manifold (Fig. 1). The CR was not increased to the 9:1 of the Spitfire 4, so the power output was probably in the 58 - 60 bhp region. This initial conversion was fairly similar to that achieved with the Herald 1200 Twin Carburettor Kit, which was available in the early 1960's. This raised the power of the early 39 bhp Herald 1200 engine to 60 bhp, with the fitting of a 12 - 58/58 - 12 profile camshaft (12 - 52/52 - 12 standard) and skimming the head (8:1 CR) by 0.03 ins. to give 8.5:1 CR.

Not satisfied with the power output from the twin SU's, Leon has fitted KGF with a more powerful set-up (Fig. 2), which is reminiscent of the modifications made to the 1964 and 1965 rally Spitfires.

A BL Special Tuning 8-port head has been gas-flowed, balanced and the ports matched to dual twin-choke Weber 40 DCOE - 18 carbs. and a 4 - 12 - 1 - 2 BL Special Tuning extractor manifold and SAH GT dual exhaust boxes. A SAH-Piper 30 - 70/70 - 30 profile camshaft has been fitted. This cam., with a lift of 0.405 in., has been matched to light-weight cam. followers. The distributor was custom-built by Micro Dynamics of Caterham and is used with

FIG 1
Twin SU set-up
on 1200 engine

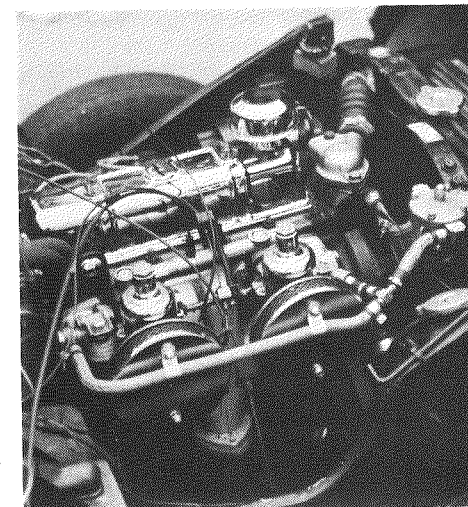
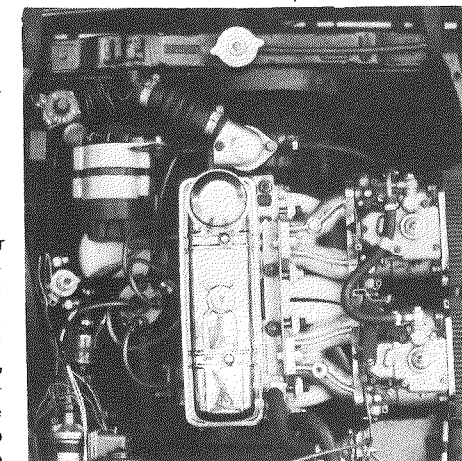


FIG 2
KGF 21A with
dual twin-choke
Webers
(photos L Guyot)



a Lumenition Optronic contactless ignition system.

KGF's specification is compared in Table I with a standard I2/50 saloon, a I200 with a twin SU conversion and a SAH prepared stage-3 tuned Herald saloon, which was tested by Practical Motorist in April 1965. KGF compares more than favourably with the SAH car of 1965; the convertible configuration may well give aerodynamic advantages over the saloon and a Kenlowe fan will also give a 2 - 3 bhp gain.

Obviously, 90 bhp at the engine demands extensive modification to the suspension. At the rear a SAH negative camber spring has been coupled with Spax adjustable dampers. These dampers are also used at the front with SAH lowered fast road/competition springs of 290 lb/in. and 6.9 in. fitted length. A SAH supplementary anti-roll bar is also fitted to neutralize the steering. Tyres are, at present, Pirelli Cinturato P3 (I55 SR 13 x 70) on 3½ wheels; these are to be changed to I75 SR 13 x 70 on 5½ wheels. Final drive is 4.11:1 from a Toledo full synchromesh gearbox with overdrive (Spit IV) through a Vitesse sliding joint propshaft.

TABLE I
COMPARISON OF KGF 21A WITH I2/50 SALOON,
TWIN SU I200 SALOON AND SAH STAGE III I200 SALOON

	I2/50 Saloon	I200 with Twin SU	Stage 3 B SAH I200 Saloon	KGF 21A
Compression Ratio	8.5:1	8.5:1	?	10.5:1
BHP (Revs)	51(5200)	60(6000)	90	90(6500)
Main Power Band	-	-	3500-6500	2500-6500
MPH/1000 RPM	15.7	-	-	23.3 (O/D)
Maximum Speed (MPH)	78	90-85	-	107
Acceleration	-	-	-	-
0-60 (sec)	19.0	15.5	12.1	10.6
Standing ¼ mile (sec)	22.2	19.5	18.8	-
Cam Profile	12-58/58-12	12-58/58-12	30-70/70-30	30-70/70-30
Head	Standard	Skimmed	SAH 8 port	BL 8 port
Gearing (1/2/3/4)	15.4/8.9/5.7/4.1	15.4/8.9/5.7/4.1	15.4/8.9/5.7/4.1	13.2/8.9/5.7/4.1
O/D 3/4	-	-	-	4.6/3.3
Final Drive	4.11	4.11	4.11	4.11

B Practical Motorist called this a Stage II car; I think the changes are nearest to a Stage III car.

KGF is road useable as well as being capable of competition and hill-climb use. Only another 19 bhp and Leon and KGF will be up with the 1965 Le Mans I200 Spitfires!

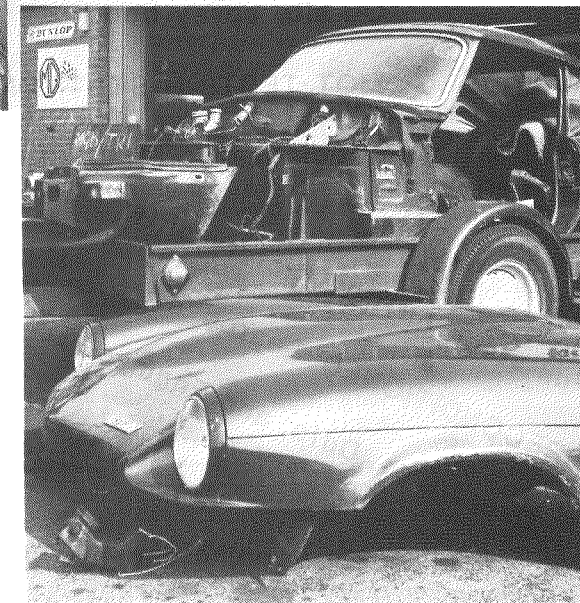
948 OWNERS PLEASE NOTE:

I am, at present, up-dating the list of 948cc owner's names/addresses/commission numbers. If anyone does not want their address on this list, please contact me before August 15th, when the list should be available (SAE please) to interested owners.

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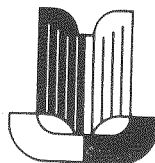
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PEN TO PAPER

LETTER FROM GRAHAM EVANS -

TEWKESBURY GLOUS:

I refer to the Technical Help section featured in the June 1984 Courier, page 30, under the heading of Oil & Water.

I think perhaps that Eddie has considered the more serious cause and overlooked the simple one. This water laden froth is quite well-known to owners of ancient Minis and the fact that it occurs mainly during only the winter months gives the clue.

What happens is that the rocker cover is receiving a direct blast of cool or cold air which causes the water vapour naturally present within the engine, to condense on the cold surface. BL cured this with a fibre deflector, which clipped over the front of the engine onto the rocker cover top. This has the secondary function of protecting the distributor and plugs from a soaking when it rained.

I have cured my Mini by fitting a polished alloy cover during the winter months, which has a backing of thick under-bonnet felt. It works a treat, especially since I have a polished alloy rocker cover complete with fins (for cooling the engine!!!) which, obviously, accentuated the problem during the first winter it was fitted and before I discovered the reason and subsequent cure.

I hope this information will be of some assistance to others who have regularly suffered this annoying problem.

LETTER FROM BILL YOUNG -

WASHINGTON, USA:

Having been a TSSC members since February, I decided it was time I expressed some of my ideas/impressions. As any other members, such as there are in the vicinity, are too far-flung to constitute an Area organisation, it seems I must go straight to the top with my communication.

First, I'll publicly thank Trudi Squibbs for her expeditious attention to my membership difficulties when one or both of our postal services apparently dug a hole for my Club credentials.

To comment on the publications, I enjoy both Turning Circle and The Courier. Both are interesting, certainly but I find The Courier FUN to read as well. It makes me feel quite removed from the action, however, because almost any of your normal monthly Area meetings sounds better than most of the parties I go to.

I don't expect to be able to use the self Help program in the near future, but if I'm ever on your side of the Atlantic, my Self Help guide will be in my luggage.

Here on the West Coast of the States, we don't have trouble with car body deterioration that I'm reading about in The Courier, etc. Even up here in the Pacific Northwest, they don't salt the roads in winter. A rare standing maybe. My two Spitfires and my '66 Chevy are virtually free of the rot, in spite of our relentless year-round rain.

In closing, to anyone from the Club who might be visiting this part of the States, my wife and I would be very pleased at the chance to meet you.

4624 South Bell
Tacoma
Washington 98408
U.S.A.

LETTER FROM MIKE DAVIES -

SUTTON COLDFIELD:

I purchased a GT6 MKIII in March with a non-working rev. counter. The problem turned out to be that only two millimeters of the drive cable actually protruded into the square hole in the distributor. The result was that the end of the cable was worn down to a round profile. My local BL dealer tells me that BL no longer list the cable for

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GT6s fitted with the Delco Remy distributor. Can anyone help?

I was interested to read a letter in June's Courier from Oliver St John in Devon; last time I met him he owned three Vitesse. We both worked at Teignbridge District Council, where a colleague (Martin Dare) owned a 2-litre Vitesse MK1. So, obviously, the Triumph straight-six bug is catching!

LETTER FROM CHRIS BAILEY -

EPSOM, SURREY:

I refer to the letter from P.S. Skitt, which appeared in the April 1984 Courier regarding the dreaded 'Chrome Plating'.

If you plate a surface with chrome, you can and almost certainly will, get cracks. This is because it puts the whole surface into tension. These cracks do not affect the tensile or shear strength of the material that is plated because they do not extend into it. They do, however, act as 'stress raisers'. That means that in the area of the crack the internal stresses in the material can be many times greater than in the material as a whole. This does not matter until alternating stresses are experienced by that material and this is when fatigue occurs. Any stress raisers (cracks, holes, sharp corners, bends etc.) will significantly reduce the fatigue life of the component.

The only reason I know of that Jaguar wheels survive chrome plating is that they are so 'over engineered', that they do not reach their fatigue limit and so crack propagation does not occur. And as far as the cam and head bolts are concerned, you can chrome them all you like because they are subjected to only minimal alternating stresses and, therefore, are not subject to fatigue cracking.

The idea that racing car's front suspension is chromed to aid crack detection is plainly silly and I can't believe it all. So I warn people to be careful when they chrome things, especially suspension parts, almost all of which suffer from alternating stresses and hence fatigue. Ordinary platers are not

the best people to give advice on the subject because, in my experience, they don't really know about metallography and want the business anyway. And I certainly wouldn't say that because Jaguar wheels can take chroming, any wheel can. This is not true, especially with light-weight wire wheels, which Jaguar wheels aren't.

By the way, if you want to actually increase the fatigue life of something, having given up the idea of chroming it, you should 'shot-peen' (?) it. This is often used with great success on crankshafts - classic sufferers of fatigue.

LETTER FROM MIKE COSTIGAN -

SOUTHWELL:

I was interested to see the note on Jeff Baker's page regarding the saving of the Spitfire, FC3. No doubt the Spitfire Registrar will have something to say about this car, but surely it is an early production car, not one of the prototypes? It is perhaps no less historic for that, although it is not the oldest surviving Spitfire, as the second prototype 412 VC is also a survivor - or at least, the X 692 survives, 412 VC having been transferred from the vehicle several years ago, and the car is now registered with another number. I am saying no more than that, as I still have hopes of acquiring this historic car, having first identified it about 2 years ago, and I don't want anyone else to get there first!

Regarding W A Urwin's letter regarding the attractions of our vehicles to our feathered friends, I have had a similar experience this year. In my case it has been a pair of Wrens which have chosen a GT6 chassis frame for their nest, causing me to delay the sale of the chassis. Should anyone be interested in a MKII frame, complete with second hand nest, enquiries are invited about October!

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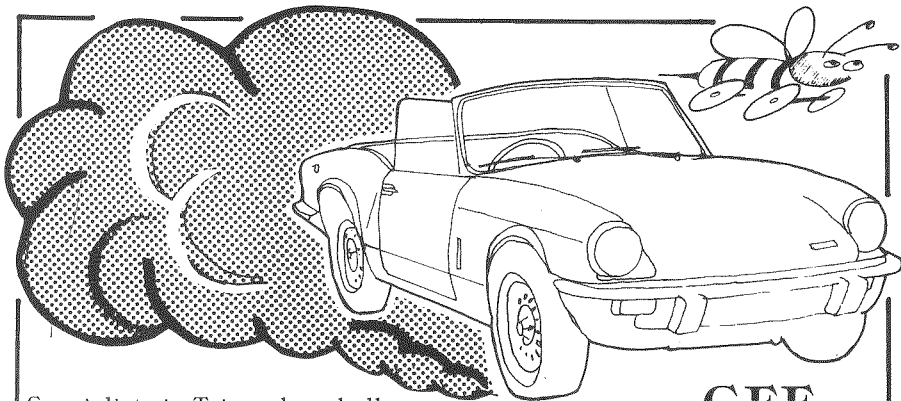
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NATIONWIDE

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ANGLIA AREA NEWS -

GILES TINKLER REPORTS:

With this years Birthday Barbecue just finished and most of the cleaning up complete. I would like to thank the Anglia Area members who assisted both on the day and during the preparation. Particular thanks must, of course, go to Barry Newitt, his wife, Maureen, the ever-faithful Watson Clan and the Essex Area for the excellent Driving Test. I hope that everyone who attended had an enjoyable day and we look forward to seeing you all again next year.

Preparations have already commenced for next years Birthday Barbecue and we aim to present an even better event.

The next monthly meeting is on Thursday 2nd August, at The Coach & Horses, Trumpington. This will be followed by a run on Thursday 16th August to The Three Horse Shoes, Main Street, Yaxley, near Peterborough. Any members around the Peterborough area are requested to attend in order that it may be ascertained as to whether there is sufficient interest to start a new Area. Anglia Area to leave in convoy from The Coach & Horses, Trumpington at 7.30pm, arriving at Yaxley at approx. 8 - 8.30pm.

Congratulations to newly weds, Mark and Tracey. Hopefully, with the wedding out of the way, Mark will have time to finish his restoration project.

AVON AREA NEWS -

HILARY OWEN REPORTS:

Avon Area members have been taking to the air again recently, only this time without the assistance of hump-back bridges or speed ramps. Seriously, about 15 of us, including Clive, Jane and Graham from the Cotswold Area visited the Cotswold Gliding Club for a 'Discover Gliding' evening at the beginning of June. I kept up a family tradition by breaking the tow line on my first attempt to get airborne. The launch for the rest of the party was less hectic

and a few brave souls risked a second flight. A thoroughly enjoyable evening - thanks Jane and Andy!

The Triumph Sports Car Club held a Barn Dance recently and an intrepid party of our members attended in response to an invitation from their President, Martin Cox. A very enjoyable evening, at which we got to know some of their members extremely well in the course of executing some very peculiar dance steps. The well attended Avon Area Summer Barbecue persuaded many of us to lay down our spanners and screwdrivers in favour of tongs and charcoal-flavoured sausages (and steaks for some - Les and June!). The weather was perfect and our hosts were Mike and Judy Wakeford, who entertained us really well in their lovely garden - many thanks to you both! Circulating at meetings now our Parts For Sale and Wanted Book and also a list of recommended Suppliers of parts and services within the Avon Area - look out for both.

Forthcoming Events:

On Sunday 12th August at Hengrove Park, Whitchurch. Between 10.00 - 5.30pm. Cost - approximately £4.00. This event is being organised by the Triumph Sports Car Club, bring your Membership Card along. Cars should be roadworthy, with road legal tyres and no dangerous projections from bodywork, hubcaps removed. MOT and Tax not required. For further details, contact Keith Dan on Chipping Sodbury 316513.

Forthcoming Meetings:

1st Monday of the month at The Wheat-sheaf, Winterbourne at 8.00 on 6th August, 3rd September, 1st October and at The Talbot, Keynsham at 8.00 on the third Wednesday of the month - 15th August, 19th September and 17th October. See you there!

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NEW AREA

AYLESBURY VALE AREA -

W GREGORY REPORTS:

A.V.A. is off the ground! The first meeting went down well, including a surprise guest in K. Ginger (he just happened to be visiting Paul Lucas, so he came along). My thanks to him, as he nearly injected some conversation and to Paul, who dragged Kevin along. One decision was taken at the meet - the meeting location. Thankfully, it was unanimously decided by those present to be The Cowroast, which is between Berkhamstead and Tring on the A41. Meetings are to be held in future on the fourth Tuesday in the month - make a note in your diaries those of you who could not make it to the first meeting.

CORNWALL AREA NEWS -

DAVID BUXTON REPORTS:

We have just returned from the lighthouse at St Anthony Head, near St Mawes. A visit which was possibly the most enjoyable event in the history of the Cornwall Area, entirely due to the hospitality of it's keeper, John Ellis and his wife (who makes a very nice cup of tea). Our first port of call was the garage, containing a carefully restored chassis - the work is even more impressive when you consider the garage has no power and the only electricity available is 500 yards away in the lighthouse, down a narrow lane (it's steep too!), along which the chassis has occasionally been carried. There is an electric supply in the garage but that belongs to the National Trust, not Trinity House.

It was then down to 'Fraggle Rock' itself, the lighthouse is now famous for its appearances on the TV show and in the TV Times in early April - in fact, the film crew were due to return on Tuesday 10th July for some more exterior shots for the next series. The lighthouse, positioned on the eastern lip of the Fal Estuary, is there largely to protect ships from the dangerous Manacles near the mouth of the Helford River. It is entirely automated, the 1500 watt bulb having a range of 14 miles; each system has at least one back-up including a generator and a massive set

of batteries, should the National Grid fail. Should anything else fail, then the alarms are sounded and the keeper must then do his duty.

Our Summer Barbecue now is upon us, organised by Jack and Jean Hart at their home in Wadesbridge, on August 11th. We will meet there at about 4.00pm for food in the early evening for which a nominal charge will be made. If you wish to attend, either ring me or Jack on Wadebridge 2373, so we know how many to cater for. Bring your own drink.

I've just received a membership list containing about 50 names, of whom we know only 10, although at least two names are missing. Where are you all? Please come to our meetings. Be seeing you.

SOUTH HERTS AREA NEWS -

JEREMY HURST REPORTS:

By the time you read this report the dust should just be settling and lost sleep recovered after our Night Rally, or H.E.A.D.A.C.H.E. to use it's official title, coined by Tony Barton, who organised the event. So, thanks go to him and to everyone who turned out to support the event. By our next Club Night (last Wednesday in August), the sums will be done and the winner decided so make sure to come along as it could be you! And remember that every competitor receives a finishers award.

On Saturday 1st September, we are holding our Annual Barbeque at The Coach & Horses, Newgate Street. Remember 1983? Good beer and plenty of good food? Well, this year we're giving you more of the same, so don't miss it - be there at 8pm. Tickets will be available at Club Nights or 'phone me (see inside back cover of mag.).

Forthcoming Events:

South Herts Treasure Hunt - Sunday 30th September, Coach & Horses 2pm.

Halloween Party (fancy dress) - Saturday 3rd November, Coach & Horses, 8pm.

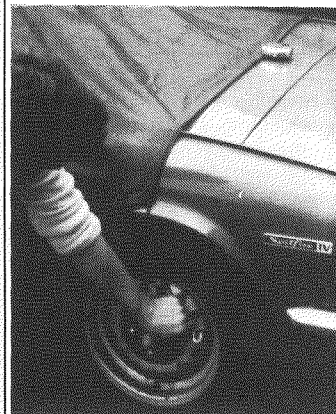
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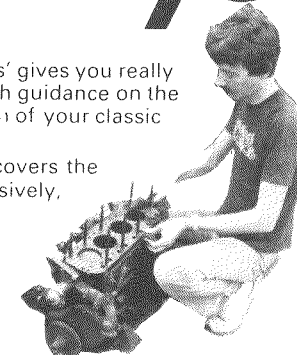
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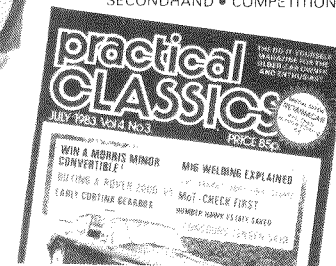
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WEST KENT/EAST SURREY AREA -

SUE FRANCIS REPORTS:

First of all we would like to thank Leon, Keith and George for displaying their cars on the Club stand at the Bromley Pageant of Motoring. This event proved to be very enjoyable and successful with the recruitment of many new members and the sale of a large quantity of Club Regalia. At least 2,300 vehicles and around 20,000 people attended the event. As well as having a Club stand at the Pageant, we also had a team in the Tug-a-Car Competition. Even though we did not win, we got through the first round and it proved to be a lot of fun. Next year we hope to have a larger stand, with an example of each car make, which gave us a record turnout of 40 cars. This seems to have increased the interest of a lot of our Area members, as we had a very good number of cars at subsequent meetings. Keep it up.

Don't forget that Club Regalia is available at the meetings as well as our own monthly newsletter, which gives you up-to-the-minute details of what is going on in the near future. This also gives you a chance to advertise any parts for sale or wanted for a sum of 10p to go towards the Area Fund. Meetings in August will be on the 7th and 21st at The Grasshopper Inn, Westerham, Surrey. See you there!

LEICESTER AREA NEWS -

JOHN THORPE REPORTS:

Last month's meeting and barbecue at The Bath, was very well supported and Mick's new MKII grill was sizzling all evening (not one sausage got away!). What a super plateful it was; our thanks to the Chef and his assistants. I got the feeling we were being used as guinea pigs for the Stanford Hall Barbecue on August 4th, which is part of the Herald Silver Jubilee celebrations.

Talking of Stanford Hall, we are just putting the final touches to the arrangements and by the time you read this, it will be less than a week away. Having built on the experience we gained from last year, this year's rally will be even bigger and better.

So, whatever marque of Club car you own and drive, come and celebrate the Herald's Silver Jubilee with us. Things will be happening all day and all we want is for lots of Club members in lots of Club cars to turn up and enjoy what promises to be the best National Event of 1984.

Leicester Area Pony Trekking Weekend - 22nd - 24th June

We set off in teaming rain, so it looked like a damp weekend. This, coupled with a lunatic minibus driver, made the journey to the Black Mountains miserable. Anyway, a few pints of beer soon cheered this up. Saturday, and the weather looked better. We set off to meet our mounts. The horses looked very big, especially when you're not used to them. After a short lesson by the leaders, we set off towards the lunch-time stop (the pub again). We arrived at 1.00pm thirsty and saddle-sore (well, some of us). The afternoon brought some rain and a gallop across the common and then a slow walk back to the camp. Saturday night was spent in several pubs (surprise, surprise!). Sunday morning and everybody was doing John Wayne impressions, especially Royd, who was suffering more than most. We mounted the horses again at about 9.30am and soon got back into the rhythm of trying to find some sort of comfort. Lunch at the pub was followed by a gallop back to camp with Mick Maidment nearly being unseated when his mount ran through the trees. We set off in the minibus for home, tired, sore and having had a great time. A weekend pony trekking can be recommended to anyone.

NEW AREA

PETERBOROUGH & DISTRICT AREA

A meeting is to be held on the third Thursday in August, 16th at The Three Horseshoes public house, Main Street, Yaxley, Peterborough at 8.00 pm. Please come along or contact Dennis and Diana on 0733-243571 any evening. We shall be joined by the Anglia Section.

TRIBBLE AREA NEWS -

ANDREW DEACON REPORTS:

Yet another quiet meeting (!) where are the other 60-odd registered Ribble Area members? There's not much point organising events for nobody. Having said that, it would be a shame for the few regulars to miss out, so we are making an effort. We have a few cars entered in The Woodvale Rally near Southampton on Sunday, 5th August. This is always a superb event, with over 300 cars on display last year; trade stands, model aircraft competitions, stationary engines etc. We'll be leaving from the Hob Inn (just off the M6 junction 29 roundabout) at 10.00am if you want to come with us, or make your own way there. Admission is £4 per car so take some friends and spread the cost.

By the time you read this, we should have had a trip up to Keswick (1st August) to the Cumbria meeting. A further trip out to Yorkshire is planned, as is a trip to Holker Hall. If you're interested, come to the next meeting.

CENTRAL SOMERSET AREA NEWS -

ROD WARREN REPORTS:

I thought I would start off this month's report by telling those of you who did not get to MOTEC in Telford just what good fun it was. It was amazing to see so many Club cars in one place. I found the parking area to be almost as interesting as the show hall. It was really quite depressing to see just how much work I would have to do to get my car into the condition of those cars in concours condition. The weekend was well worth the long journey and I think all who attended thoroughly enjoyed themselves. The driving skill test held in a large hanger, was also good fun. I didn't get many points but I think I managed to make the most noise with screeching tyres.

The Treasure Hunt, held on 17th June, was a great success, with a turnout of around 16 cars. I think a good time was had by all (except, of course, those few who got miserably lost). I thank those who turned up including a number of cars from the Devon Area.

The June meeting was also a great success, with a record number of attendees - 21 would you believe and a good mixture of cars as well: 3 Vitesses, 3 Heralds, 2 GT6 MK1's, 1 2-litre MKIII Spitfire, 1 MK4 Spitfire and a grotty XR3i (I don't know to whom that belonged). There was also an amazing Arrow, which drew everyone's attention and it certainly deserved the praise it got. Well done, Mike and wife: a lot of work has obviously been put into the car. Also a big thank you to Allan and Nicki, who were kind enough to invite us all round to their garage after the meeting, to get rid of some spares, which there was no longer room to keep.

Your Herald looks nice after its 'facelift', Nicki.

SOUTHERN AREA NEWS -

TONY FARBY REPORTS:

Recently I contacted the local Area Organiser of the Stag Owners Club, Gerry McGuire, with a view to arranging some Inter-Club events. Consequently, 4 Stags turned up at our meeting on 3rd July. We repaid the compliment by joining their Sunday lunchtime meeting on the 8th July, when the car park of The Buck's Head, Meonstoke, was almost completely dominated by Triumphs! A TSSC versus Stag Owners Skittles Evening is just one event which I hope to arrange in the near future - so look out for further details. There's only one problem with getting involved with the Stag Owner's Club - we already have two defectors (who will remain nameless), who have been smitten by the V8 purr! Incidentally, the Stag Newsletter is almost identical in style and layout to our own Courier - some sort of compliment maybe?

I am trying to get a local 'spares location' scheme going. The way it will work is that if you have any spares to sell, or need anything in particular, you can contact one person who will keep a list of what is available. Also those of you who have a breaker's yard nearby would be asked to name any club cars and what spares are left, and give details to the co-ordinator. Simon Daubeney has offered to do this job and

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BILL SUNDERLAND - EDITOR

WORCESTER AREA NEWS -

E MCKAY REPORTS:

A good evening with an average turnout. A home-built Vincent Hurricane partially finished made an appearance, looking as good as the factory-built one we saw last month.

We are all looking forward to our Concours/Autojumble on 12th August, which is to be held in the Long Meadow, Bidford-on-Avon (over the Bridge). Bob Notley's racing Spitfire project is hotting up after the purchase of a good sprint engine. Apologies to the West Midlands Area for the lack of support from us this year at the Fun Weekend - several of us had to work on the Saturday!

SOUTH YORKSHIRE AREA NEWS -

CHRIS STABLER REPORTS:

Well my crystal ball was certainly tuned in, on both counts! It was a bumper attendance with 7 or 8 new members, plus a couple from Milton Keynes (is our fame spreading or what?), who put armlocks on a few of us to join the Self Help Scheme. Well done and thanks for coming.

Coming Events:

12th August - Convoy Run to Scarborough for a beach barbecue. Meet Lumley Arms 8am. All welcome.

September (date to be fixed) - we are trying to organise a return Quiz with the Trent Area - more details later.

IPSWICH AREA NEWS -

BILL YATES REPORTS:

We have been very busy over the last couple of month, with the Grand Pageant of Transport at Ipswich, a local school Fete in Ipswich and a barbecue at The Rushmere Falcon, so we are gradually getting known about the area.

On August 5th we shall be taking about 15 cars to the Ricknig Hall Rally, near Stourmarket, our largest single outing so far. Also we have been invited to Reedham, Norfolk for the weekend of 22nd and 23rd September, so we hope for a good turnout. The monthly meetings are

Wales will be at The Golden Lion, Rossett on Tuesday August 14th, our new regular venue (ignore the venue in the inside back cover of The Courier). Come on all you North Wales members. I have a list of your names and addresses and we haf vays of making you attend!

As S.T.I.R. IX on September 2nd at Banbury, Oxon, is not to be missed, how about a convoy of Triumphs, Metros etc. from North Wales. If you are interested come to the next meeting, or 'phone me.

SOUTH WALES AREA NEWS -

JOHN REESE REPORTS:

Our Area Organiser, Tim Davies, is on holiday in Majorca (hope it rains Tim, its 100 degrees over here!), so I took July's meeting. I hope I haven't put you all off the South Wales Area!

Because our national event was cancelled we had to put on an event at short notice, in case anyone turned up. Those who did had a great day out, meeting at Tredegar House, then travelling in convoy to Caldicot Castle Country Park. There we joined some other car clubs; the A30/A35 Owners Club, Rover P4 drivers and various Rileys, Wolseleys etc., and had a treasure hunt in the afternoon and a barbecue in the evening. We couldn't manage anything for the Sunday, for a variety of reasons, so our sincerest apologies to anyone who turned up to nothing.

Thanks to the 35 or so at our July, although some seemed to leave early as I arrived late. Who owns that gorgeous looking dark bronze GT6? A short meeting discussed our forthcoming participation in an event at Cardiff Castle on July 15th and our Christmas Event: December 19th will see us enjoying a Medieval Banquet at Caldicot Castle, so come along in August to book up.

Congratulations to Steve Parry, who scored an amazing 17/26 in my devious, fiendishly trivial quiz to win, and thanks to Martin and Chris for driving furthest to the meeting (over 70 miles), especially as some much nearer members don't bother to (ever) turn up.

still going well with quite a few new faces.

NORTHAMPTON AREA NEWS -

IAN MCKEGGIE REPORTS:

Like the Club, the Northampton Area is really going places! Since we moved to The Stag's Head, Maidwell, we have grown to the extent that we are now almost filling the car park. Mind you, with a large car park, good ale, a room of our own and a barbecue every night, we have it all! So those in the Northants area who have not been along yet, come along and join in the fun. The Scatter Rally was great fun, although Val and I were surprised to find that three of the cars completed the course 20 minutes faster than us. For those who missed it and those who want to do it again: August 19th - meeting lunch-time at The Stag's Head. First car away at 2.45pm. All Areas invited. On Saturday 11th August, we are meeting for a barbecue at The Stag's Head. Open to all including friends @ only £3.50 per head including wine. Tickets only. Apply to Ian or Val McKeggie, Northants Area Organisers - NOW.

As those at the last meeting will know, the Northants Area are to organise the stand at Motor 100, to be held at Silverstone Race Circuit next Spring. This event will be the biggest opportunity to meet the public face-to-face we will ever have, so we will need all the help we can get. If you can help, please contact The Event Committee a.s.a.p. - members are: Chris Squibbs, tel: 0536-761930; Bernard Robinson, tel: 0604-582747; Ray Kelly, tel: 0604-30344 or Val and myself, tel: 0858-63934.

WEST SUSSEX AREA NEWS -

TULIO DI FRANCESCOMARINO

REPORTS:

I am writing to you to inform you that the official first meeting of the West Sussex Area will be held on 30th August, at The Five Bells, in Pulborough. From September, there will be an additional meeting held on the second Sunday of the month at The Five Bells. We look forward to seeing you.

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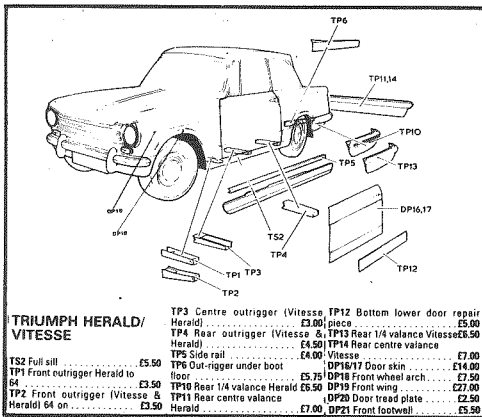
Sill sheet	£5.50
Sill with front wing extension	£7.50
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Panel in front of bonnet	£25.50
Headlamp panel	£50.00
Front lower valance	£21.00
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MGB

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Front spoiler (fibreglass)	£18.50

MG MIDGET & SPRITE Mk 2

Sill	£6.50
Inner sill	£5.20
Floor panel (half of floor) (1 side)	£16.00
Bonnet rear panel front section	£18.50
Panel between front wing and door	£18.00
Rear wheel arch	£16.00
Rear lower wing (complete)	£17.80
Rear inner wing (complete)	£23.00
Rear skirt	£16.00



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TP3 Centre outrigger (Vitesse TP12 Bottom lower door repair Herald)	£3.00 piece	£5.00	
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TP5 Side rail	£4.00	Vitesse	£7.00
TP6 Out-rigger under boot floor	£7.00	DP16/17 Door skin	£14.00
TP7 Front outrigger Herald to floor	£5.75	DP18 Front wheel arch	£2.50
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Rear inner wing inner section	£26.00
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Rear quarter valance	£20.50
Rear door of spare wheel carrier	£27.00
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Front wing	£160.00
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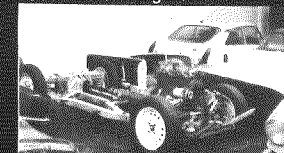


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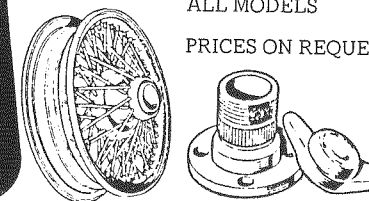
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BILL SUNDERLAND - EDITOR

CAR MART

VITESSE 2L MKII 1969: MOT'd Nov; stored during winter; re-built engine, g/box, all suspension parts, d/nuts etc. Re-sprayed B.R.G. with white stripe and roof. £850 o.v.n.o. Contact: Noel, tel: (Stoke-on-Trent) 0782-519102 - 83/5692.

Vitesse Convertible 2L 1967: 2 owners; low mileage; amazingly rust-free; cherished possession but for genuine reason must now sell. Car known to John Griffiths, President. 12 months MOT. £895 o.n.o. Contact: Richard Thorp, tel: (Exeter) 0392-57605 - work or 0392-832275 - home - non-member.

Spitfire 1500 Sports 1976 (R): Yellow; hardtop; tonneau. All factory extras except O/D. 5 recent tyres; MOT 20.2.85; tax 31.8.84. Above average, £1,250 o.n.o. Contact: Derek Ketteringham, tel: (Holbeach) 0406-350774 eves/w.ends - non-member.

GT6 MKIII, 1972: White; MOT Sept. '84, 2+2; new sunroof, sills and valences, nice condition. £1,050 o.n.o. Contact: Andrew Hildreth, tel: (Sussex) Forest Row 2534 - 83/6539.

Triumph Herald 1966: Red; no MOT/tax; welding needed. Impoverished student, hence sale. £100. Contact: C Goddin, tel: Hove 28089 - 83/6744.

HERALD 13/60 ESTATE (earliest in Club?): chassis no. GE3554SC; good chassis and interior; bonnet and doors tatty. Restoration of Courier and Convertible force sale. Offers around £75. Contact: Paul Johns, tel: (Wantage) 02357-68749 - 83/5215.

Triumph Vitesse 1964: 10 months MOT, in excellent mechanical order. Recent tyres, Saloon, sunroof, White. Needs some cosmetic attention. £350 o.n.o. (sensible offers considered) Contact: C R Singleton, tel: Lincoln 41637 - non-member.

Herald 13/60 Convertible: K reg, MOT and tax. V.g.c.; white with red trim, seat covers, black tonneau cover, regularly serviced and maintained. Collec-

tor's piece. £850 o.n.o. Contact: M Culling, tel: (High Wycombe) 062 85-23690 - non-member.

Bond 2000 MKII: sunroof, Motorola. Many other extras. Gearbox 250 miles; recent rad., tyres, rear spring, Rotoflex. One of the best available. As seen at Bromley Pageant. £550. Contact: Mike Fenn, tel: 09592-4896 - 81/3263.

GT6 2+2 1970: taxed and long MOT. V.g.c. and well maintained. Red with sunroof and alloy wheels. Low mileage. Careful, lady owner for past 5 years. £995 o.n.o. Contact: K M Moore, tel: Lymington 42161 after 6pm - non-member.

TRIUMPH VITESSE CONVERTIBLE looking for a new owner: v.g.c. £750 o.v.n.o. Can be seen in Salisbury or Swanage. Contact: A J Whaley, tel: (Swanage) 0929-422810 - 83/422810 - 83/6563.

Herald 13/60 Convertible: soft top/hard top, tonneau, sound bodywork, excellent runner. MOT May '85. £550. Contact: Gordon Puzey, tel: (Basingstoke) 0256-781330 - 84/7417.

TRIUMPH HERALD 1200: WHT 513H in running order. MOT January 1985 plus extras and spares. Contact: K L Caines, tel: Southend 219021 - non-member.

SPITFIRE 1500 Convertible 'S' reg. MOT until Jan, taxed until Oct. Below average mileage; Waxoyled; Triumph Tune exhaust; radio; all bills; immaculate. £1,700 o.n.o. Contact: Colin Harrison, tel: (Haywards Heath) 0444-413607 - 79/-01020.

1200cc Herald Estate 1962: no MOT, good runner, too nice to break. £100 o.n.o. Contact: N Wallman, tel: (Berkhamsted) 04427-4378 - 83/5457.

Vitesse 2-litre MKII Saloon 1969: Signal Red/Black trim; Webasto s/r; 63,000 miles guaranteed u/s and maintained from new, regardless of cost. Superb performance, regularly used as second car. MOT Nov. £1,500. Contact: R D Kiernan, tel: (Swanley) 0322-63663 - non-member.

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Triumph Vitesse Saloon, 1970: O/D, Valencia Blue. HERALD saloon 1962: fitted MKI 2000 Vitesse engine, gearbox, diff etc. VITESSE convertible body and chassis plus all Herald mechanicals form the 1962 Saloon 1200. £1,000. Contact: Nigel Leach, tel: Cheltenham 582806 - non-member.

For Sale: Vitesse 2,000 MKI Convertible (E reg.) in showroom condition. No rust, excellent mechanics. New tyres. Full list of work done. £1,450 o.n.o. Contact: Mr A Williams, tel: (Gwynedd) 0492-640175 - non-member.

Triumph Herald 13/60 1970: rebuilt Spitfire engine; Spitfire instruments; good Radial tyres; radio. Tested August, not taxed. Various refinements, some recent new parts inc. battery and propshaft. Exceptionally clean. £550 o.n.o. Contact: Mr D Charlton, tel: Doncaster 535937 - non-member.

Triumph Spitfire 1500, November 1975 looking for a good home! One owner, mechanic maintained. Hard/soft tops and tonneau cover; radio, boot rack. 71,000 genuine miles. Taxed and MOT. V.g.c. £1,360. Tel: 0908-71211 (ext 276) days or 0280-816222 (eves) - non-member.

Triumph Herald Convertible 13/60, TAR 770J: Saffron, two owners form new, 48,000 genuine miles. 80% original. 1 years MOT, taxed. History available and checkable. Only used in summer months. Lovely condition. £1,190. Any trial - hood up/down! Contact: S K Willard, tel: (Letchworth) 04626-2765 - non-member.

13/60 1970: 65,000 miles; engine good; some rust - needs attention. Dearly loved but present owner has no money or expertise for up-keep. Spare gearbox included. £250 o.n.o. MOT, tax till 31.11.84. Contact: H Winkill, tel: Durham 732325 - 84/7258.

Spitfire MKIII, 1968: Body damage shunt victim but driveable. Suitable for breaking or rebuild. Offers? Contact: Eric Parrott, tel: Hassock (07918) 3715 - 83/6344.

VITESSE MKII CONVERTIBLE O/D: 3.63 diff., SAH exhaust, alloy wheels with recent 175/70's. Uprated shocks. New pads and shoes. Lovely looker - Damson

with white stripe and tonneau. Stereo. Tax and MOT. £750 o.n.o. Contact: J C Baker, tel: (Barnet) 01-441 4291 - 83/5387.

GT6 MKIII 1973: O/D; 74,000 miles; unusual Grey interior; recon. £400 engine; carbs 7,000 miles; new tyres, brakes, exhaust etc. Taxed, 6 months MOT. V.g. bodywork except poor sills and arches. £850. Contact: Pat Dormon, tel: Birmingham (021) 458 3737 - 84/7717.

Spitfire 1300, 1972: H/S top; new engine, 14,600 miles; new bonnet, sills, rear shocks. Recon. r/spring; new t/r/e's, steering union, front trunnions. all receipts available. 8 months MOT. £1,100 o.n.o. Contact: K J O'Shea, tel: Leicester (0533) 736501 - 82/3542.

Triumph GT6 MKIII, 'L' reg (5.1.73), UEW 609L. Royal Blue; 55,000 miles. Same hands since new. Good running order; body needs some attention. £1,250 o.n.o. Contact: Robertson, tel: (0733) 261804 - non-member.

GT6 MKII 1971: reguild 1983 - new wings, sills, valences, carpets, calipers, rubber seals etc. Recon 3.27:1 diff, gearbox, O/D. Laminated windscreen. MOT and tax. Very sound but orange peel respray hence £1,050 o.n.o. Contact: Chris Young, tel: (Croydon) 01-689 6191 - 80/1917.

Vitesse MKII 2L Convertible: O/D, 1970. £600 recently spent on engine/gearbox. Immaculate cond. Tonneau and many spares inc. engine/gearbox, reluctant sale due to emigrating. £1,250. Contact: Mr D Hare, tel: Tarporley (Cheshire) 3119 or Tarvin 40394 during working hours - 83/6853.

Vitesse 2L MKII Saloon 1969 with O/D: recon. engine, 35,000, new rad., diff., gearbox, alternator etc. (receipts). Body sound but needs respray. Chassis v. good, Waxoyled. Grand Prix tyres all round. £425. Contact: Robert, tel: Bath 331498 (eves) - 82/3939.

1967 Triumph Vitesse 2L: immaculate cond., 48,000 miles. Recent MOT and tax and collector's item. £725 o.n.o. Contact: Christopher Hearn, tel: Salisbury (0722) 334745 - non-member.

Marlin: based on Vitesse MKII. Fully rebuilt. Recon box, 3.27 diff. Midnight Blue. Alloy wheels 185 - 70 - 13 tyres. Full weather equipment. 10,000 miles since completion. Class winner at Chessington South of England Show. Offers? Contact: Kevin Finch, tel: Crawley (Surrey) 515413 - 81/2023.

Vitesse MKII Saloon, 1970: 27,000 miles. O/D, wire wheels, H.R.W., White/Black interior. Two owners. Tax and test. £1,475. Contact: Phil, tel: (0926) 315576. Sunroof also available, £50. 82/4757.

Spitfire MKIII, 1970: excellent cond. Rebuilt engine; 7 months MOT, 6 months tax. Soft top, tonneau, works steel hard top, 2 new and 2 good tyres. £795 o.n.o. Contact: Chris, tel: (0823) 73703 eves - 83/6804.

TRIUMPH HERALD CONVERTIBLE, 1963: Red/Black interior. Radio, new white hood. COMPLETELY REBUILT. MOT till June '85. 6,250 miles since new engine. Family too big so car must reluctantly go. Offers around £750. Contact: Stewart Adwick, tel: Tiverton 820805 (eves) or Tiverton 252187 (day) - non-member.

1968 Bond Equipe 2.0 GT: Black, recent respray, MOT Oct., radio, full instrumentation. £375 o.n.o. Contact: I Ellison, tel: Sandwich (0304) 614515 - non-member.

MKII TRIUMPH VITESSES: SALOON, white, J reg., MOT and tax to 31.12.84, mileage 85,000, same owner last 7 years, P J Evans, recon prop. and diff. within last 5 years, recon. rad., new disc brakes, rear UJ's replaced, 2 new tyres June 1984. Needs outriggers and tidying for next MOT or for spares. Offers? Also CONVERTIBLE: B.R.G., H reg., garaged last 3½ years, tidy, much spent on renovation. Open to reasonable offers. Contact: Andrew Roper, tel: Sutton Coldfield 021-308 3364.

GTt MKIII, 1974: O/D, h/rests, tints, MOT, bodywork professionally restored, new clutch. Alloy wheels, genuine reason for sale. Contact: S Piper, tel: Southampton (04895) 4449 - non-member.

GT6 MKIII: reliable runner but tatty bodywork. Two front tyres and £35 worth of welding will see it through MOT. O/D sunroof, electronic ignition. £300. Gilbern forces sale. Contact: Richard, tel: Cheltenham (0242) 44313 - 83/6675.

1968 Vitesse 2000: O/D, 59,000 genuine miles. All original and remarkable cond. 11 months MOT. £750. Contact: Timothy Gibbows, tel: Portsmouth (02434) 3084 - 83/6145.

Vitesse '6' Saloon, 1965: 64,000 miles. Chassis sound; SAH exhaust system. V.g.c. inside and out despite front wing damage. Two-tone Green. A reluctant sale. £400 o.n.o. Contact: Andrew Wilkins, tel: Kings Langley 63365 (eves and w/ends) - 83/6407.

GT6 MKIII 1973: O/D; rebuilt 1983; re-sprayed B.R.G., Hammerited and Waxoyled. New: rear wings, sills, servo, carbs, carpets, Spax adjustables, alternator, s/motor, clutch, inertia s/belts plus many other parts. Baby forcing sale. £1,200 o.n.o. for quick sale (baby included!) Contact: John Parker, tel: Luton (0582) 574689 - 82/4929.

FOR SALE 1970 Green Triumph Vitesse. Well looked after and outstanding cond. throughout. £980. Contact: N Layton, tel: Worcester (0905) 424445 - non-member.

CARS - WANTED

Vitesse MKII Convertible with O/D if possible. Either scruffy or immaculate, car with blown engine etc. considered. Can travel. Fair price for right car. Also wanted: factory Workshop Manual for Vitesse. Contact: Andrew, tel: (Middlesborough) 0642-825272 - 79/00843
Repeated advertisement as error in telephone number in previous issue.

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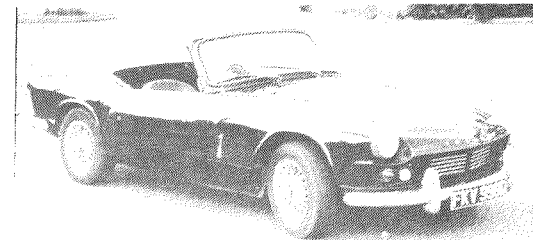
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PARTS MART

NEW CHROME FOR VITESSE: boot hinges, £10/pair; rear overriders, £9 each; N/S/F overrider, £4; rear win g tip mouldings, £5 pair; overdrive badge, £2; control box, £10. All Club mags from end 1978. Contact: Paul Bonner, tel: (Streatham) 01-764 8134 - 78/00537

Breaking Bond Equipe 2L MKII Saloon O/D: all parts inc. bonnet. GT6 MKIII: all parts inc. v.g. bodyshell. Contact: N Waight, tel: Reigate 49364 - 78/335.

SPITFIRES broken. 2 MKIII's - all parts available. Contact: Bev, tel: St Albans 53299 after 6.30pm - 84/7510.

SPITFIRE PARTS - please taken them all away! Moving house. Complete MKII dash; 5 x 4½" oval holed wheel; rev. counter; speedo; soft top; fuel tank; 2 front suspension/braking units; twin carb set; manifold; w. pump etc., etc. Contact: Tim, tel: (Bromley) 01-464 1031 after 5pm - 83/6314.

Broken MKI GT6: all parts available - engine; body; chassis; g/box; diff. etc. Abandoned project. £100 complete or will split. Contact: Tim Parker, tel: (Hambledon) 070 132-568 - N/A.

Vitesse Conv. MKII front and rear body; bonnet; tatty wings; hood frames; good doors and boot; new quarter panels and sills; black interior; p/tank; lights; trim etc. Contact: Chris Piccaur, tel: (Maidenhead) 0628-21692 eves - 81/2247

Spitfire MKIV - breaking owing to accident. Everything nearly new: hood, frame and cover (nearly new) £80; steel hard top (Pimento Red) £120; engine and all ancillarys £50; boot lid (Pimento Red) 510; rear bumper (excellent cond.) £10; radiator £10; N/S quarter valance (Pimento Red) £8; diff. 4:11 only 2,000 miles, £80; drive shafts (nearly new) £10 each. **PLUS** Vitesse bonnets, £50 o.n.o.; GT6 r/shocks, new, Unipart £20; 13/60 bootlid primer new, £15. Contact: Clive, tel: (Rochester, Kent) Medway 727102.

One pair rear Spax gas adjustables Vit-GT6, new, still boxed, £45. Hella

rear fog light, 6" lens s/steel c/w illuminated switch and cable (no bulb), never used, £5. Contact: Mr C Brown, tel: 0204-708750 (work) - 80/01191.

4 100+ chromium wires and tyres. 5½ x 13. New. Fit all Triumphs, £150. Hardtop for Herald/Vitesse some fittings missing, £40. Vitesse MKII g/box propshaft not O/D, £10. GT6 MKIII door locks and keys, new, £10. Contact: Barry Fellows, tel: (Warley) 021-559 2392 - 82/4341.

Late GT6 MKIII bodyshell: includes windscreen, dashboard, tailgate, fuel tank, £250 o.n.o. Bonnet, £15; 4 seats (2 black, 2 blue), £3 each. Spitfire MKIV soft top, £10; fuel tank, £5. Contact: R G Parkinson, tel: Sheffield 613188 - non-member.

Spitfire MKIV 1300 engine; 4-branch manifold; twin 1½" SU's; hood and frame (tatty). Radiator. Offers please. Contact: Mr R Munn, tel: Luton 882259 - keep trying on 'phone before 12pm and after 6am - 82/4467.

GT6 MKIII: misc doors £5 - £25; gearbox (noisy 1st), £15; tailgate frame, £5; rear spring, £5; 5 wheels and centres, £25; 5 wheels and centres, £25; also petrol tank, seats, rear axle, front suspension, tailgate (complete), diff, MKII head, crank, block. All cheap. Contact: Richard, tel: (E. Sussex) Crowborough 2276 - 83/6790.

HIRE HARVEY can solve most problems with Club cars. £4 per hour. Tel: (Petersfield, Hants) 0730-62184 - 82/4309

Parts for MKIII Spitfire: gearbox, diff, one halfshaft, windscreen, fuel tank, many small parts. £50 takes the lot. Plus 4 white, eight-spoke 13½J trendy wheels; will fit Spitfire, Vitesse and GT6, £18. Contact: R Swain, tel: (Herts) Letchworth 4551 - 81/2250.

New, genuine Stanpart/BL parts for all models: Parts Catalogues and Workshop Manuals for Spitfire 1500, £11.50 each. Handbooks for 13/60, £2, Vitesse 2L 1/II, GT6 II, Spitfire IV/1500, £1.80 each.

Vitesse 1600 decarb sets £13.50, Vitesse 2L throttle cables, £4.45, timing chains, tensioners, valves, rockers, shafts, tappets, shells, pistons, etc. Synchro cups, most models, £2, overdrive units, most models, £115. Vitesse/GT6 front vertical links, £30, Rotoflexes, £18.50, MKII rear trunnion overhaul kits, £11.25 per side. Bonnet catches, £8.30, door hinges, £8.60. Herald/Vitesse rear overriders £9.20. All Herald/Vitesse chassis members. **Carriage extra on all prices.** Tons more, send S.A.E. for list, stating model and specific requirements, to **John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire, S40 4NS. Tel: Chesterfield 71036.**

Breaking MKI GT6: all parts available e.g. complete engine, £90, 62,000+ miles gearbox £25, diff. £50, plus all trim, seats, dash etc. Contact: Simon, tel: 073529-2745 after 6pm or 0734-585211 ext 2651 days - 5544.

MKIII bonnet: steel, poor nick, £20. Contact: R G Swire, tel: Southampton 892077 (day) or S'ton 891260 (eves) - 84/8013.

FOR SALE reg. JWD 587D and MUW 210D, also sunroof, all windows for Triumph Herald Saloon and all windows Herald Estate. Wheels with tyres, engine, gearbox and various other parts. Contact: K L Caines, tel: Southend 219021.

CHASSIS from Herald 13/60. Suitable for rebuilding - any offers? Also many other parts. Contact: M Roach, tel: Camborne (0209) 716271 eves before 8pm - 6740.

ROLL OVER BAR FOR SPITFIRE MKIV/1500. Twin hoop. Padded P.V.C. covering. Good cond. £40 o.n.o. Contact: Lester, tel: Bridgnorth (07462) 5757 (day) or 4703 (eves) - 83/6120.

Herald 13/60 complete engine, radiator, dash complete or split, tank, bumpers, heater, chrome trim, steering column, plus lots more. Offers? Contact: Andrew Pearce, tel: Chertsey (09328) 64652 - 83/6456.

Spitfire MKII 1966: partly dismantled, unfinished rebuild project. All new floor pans and sills. Many spare panels; two

hard tops, one soft, one spare engine, three gearboxes and many engine spares. £400 o.n.o. the lot. Contact: R Green, tel: Uckfield (0825) 4394 or 3763 (during day) - non-member.

HERALD inlet manifold; overriders; windscreen; door/side windows; headlamp units; rear lenses; heater; wiper motors; starters; Strombergs; speedometers; gauges; water pump and thermostat housing; prop. Chrome items: headlamps, body trim, mirrors and handles. Many more - all cheap, come and see. Contact: Brian, tel: Twickenham 01-894 6392 (anytime) - 83/5244.

Need a (spare?) 948cc Herald Coupe engine? The genuine uprated version (twin carbs, double valve springs, etc.). I have one which must go. Complete with manifolds, HI carbs, linkages, distributor, a/cleaner, clutch. £35. Contact: Chris Povey, tel: Stanton (038673) 388 (N. Glos.) - 81/2953.

HERALD SPARES: new brass trunnions, £5; pair new grey footwell carpets, £10; used spares: bulkhead section, £5; pair sills, £2; doors, £5; diff., £5; tank, £3; halfshafts, £3. Open to offers - all must go. Contact: M Wain, tel: Sheffield 874094 - 81/2599.

BREAKING MKI VITESSE: v.g. bonnet and doors; recon. Vitesse 2L engine O/D gearbox, O/D prop., diff., rad, front discs, new MKI exhaust system, wooden trim, petrol tank, five 4½J rims, sunshine roof, tonneau cover, good boot lids, interior trim. **ALSO VITESSE MKII:** O/D gearbox, original tonneau, new front brake discs, 4 x 5½J wheels and tyres, 5 x 4½J wheels and tyres, 4 GT6 chrome wheel centres, 16 chrome nuts, 4 Spit. wheel centres, new exhaust system, complete saloon tan interior. Contact: Andrew Roper, tel: Sutton Coldfield 021-308 3364 - non-member.

GT6 MKI engine block, £5; cylinder head, £5; steering column, £5; f and r suspension, £30; doors £10 each; rear door £10; chassis, body and windscreen, £30; radiator, £10; seats, £10 pair. Plus other smaller items. Contact: Ray, tel: Northampton 27872 - 81/2038.

PARTS - WANTED

2L VITESSE CHASSIS urgently wanted. £350 available for genuine, unused spare or up to £200 for really sound, complete chassis, needing no work. No rubbish please! Contact: John Huntingford, tel: (Guildford) 0483-505504 - 84/7249.

FOR VITESSE 2-LITRE MKII: 2 front overriders, 2 door tims, carpets (both Pale Blue). In good cond., good bonnet badge. Contact: G D Ashby, tel: Grimsby 46454 if you can help us - 84/7635.

SPITFIRE MKIII engine in sound working order c/w carbs and distributor. Contact: David Elloway, tel: Pinner 01-866 4492 - 82/3785.

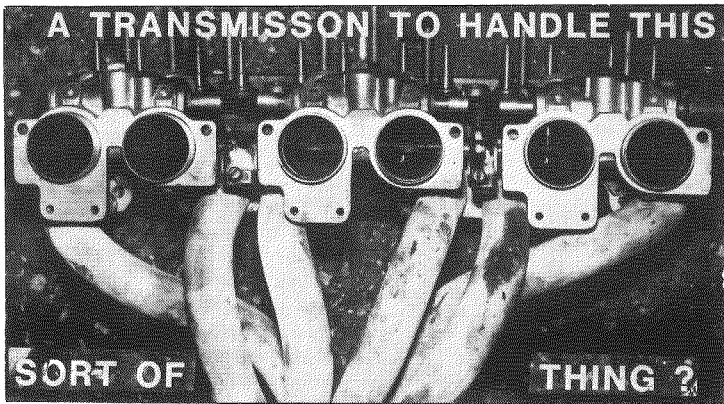
DESPERATE: MKII Spitfire doors required. Good condition please; any colour. Contact: Mr R G Swire, tel: Southampton 892077 (day) or S'ton 891260 (eves) - 84/8013.

Front part of hood frames (mates with screen surround) for Herald. Corner lugs must be in good condition. Contact: Bob Harris, tel: (Luton) 0582 418686 - 83/-6699.

Central padded armrest/hardbrake cover (black) from Spitfire/GT6. Please contact Martin Rhodes, tel: Chalfont St Giles 2789 (eves) 84/7135.

GT6 MKIII gearbox and diff. (overdrive). Must be good, for possible exchanges - see my advert in Parts for Sale column. Contact: Richard, tel: (E Sussex) Crowborough 2276 - 83/6790.

If you have a reply to a letter in The Courier, please forward to the Editor for publication in the next issue. If you have a technical letter, send it to the Technical Secretary, Eddie Evans and he will answer through the pages of The Courier, giving everyone the benefit of his advise.



G. T. Transmissions OF COURSE!

Manifold as above £180.00

AREA DIRECTORY 1984

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Giles Tinkler	0223-210166	The Coach & Horses	1st Thursday
02 AVON	Chris Owen	0272-856991	The Wheatsheaf/The Talbot	1st Mon/3rd Wed.
03 CORNWALL	David Buxton	0276-893140	The Farley Hotel	Last Friday
04 COTSWOLD	Susan Ind	0285-61197	The White Horse Inn	3rd Tuesday
46 CUMBRIA/LAKE DISTRICT	Malcolm Butler	0900-830017	The Old Queen's Head	1st Wednesday
05 DUMFRIES/JUNCTION 29	K Singleton/ K Green	0246-568763/39207	The Elm Tree	1st Wednesday
06 DEVON	Mike Atkinson	0626-890214	7 Stars/Dartmouth Inn	2nd Sun./Last Sun.
07 EAST BERKS	John Reed	0628-33365	Uncle Tom's Cabin	2nd Wednesday
08 ESSEX	Barry Thurgood	0279-812675	The White Bear	2nd Wednesday
11 HANTS & SURREY	Ken Rodwell	073 96-71178	The Royal Oak	1st Sun. lunchtime
12 HERTS NORTH & SOUTH BEDS	Bev Warren	0462-61978	The Red Lion/Bird In Hand	2nd Wednesday
13 HERTS SOUTH	Jeremy Hurst	0442-215024	Coach & Horses	1st Mon/2nd Tues
10 GLOUCESTER	Justin Barwick	0969-64845	The King's Head	Last Wednesday
45 IPSWICH	Bill Yates	0473-830437	The Rushmere Falcon	2nd Tuesday
14 KENT	Martin Radford	0322-21056	Cock House Inn/Princes Hotel	2nd Wednesday
15 KENT WEST	Richard Francis	0689-36298	The Grasshopper Inn	2nd Mon/3rd Wed
16 LEICESTER	Mick Maidment	0533-386226	The Bath Hotel	1st & 3rd Tuesday
17 MANCHESTER	Carl Longmate	061-520 9880	The Midway Hotel	Last Thurs/1st Sun
18 MILTON KEYNES	Geoff King	0908-315025	The Fountain	3rd Thursday
48 NEWBURY/READING/BASINGSTOKE	Norman Smith	07356-4629	The Badgers Wood	3rd Wednesday
19 NORFOLK	Mark Randell	0603-502486	The King's Head	2nd Monday
20 NORTH EAST	Ian & Val McKeggie	0632-562577	The Ravensworth Arms	1st Monday
23 NORTHERN IRELAND	Rob Millar	096-03-64690	Glenava Hotel	3rd Wednesday
21 NORTH LONDON	Stephen Willis	0707-51769	Old Hall Tavern/Rising Sun	2nd Monday
22 NORTH MIDLANDS	Don Halliday	0689-881966	The Three Crowns	1st Sat. 2pm
24 NOTTINGHAM	Geoff Fletcher	0602 726147	The Redgate Lodge	2nd Mon/last Mon
25 OXFORD	John Cudmore	0203-452541	The Fox & Hounds	3rd Thursday
27 RUGBY	Peter Ellis	0794-40139	The Three Crowns	2nd Wednesday
30 SCOTLAND EAST	I Wheatler/A Cooper	0334-54796	Hawes Inn	2nd Monday
29 SCOTLAND WEST	Nigel Waddell	041-427 4340	Sherbrooke Hotel	2nd Wednesday
32 SOMERSET CENTRAL	N Tom Braddy/R Warren	0278-662898	The Creech Castle Hotel	1st Thursday
33 SOUTHERN	Tony Farby	0329-232605	Good Intent/Ship & Bell Hot.	2nd Sunday 1pm
34 SUSSEX	Colin Harrison	0444-413607	The Farmers	1st Tues/3rd Thurs
35 THAMES	Leon Guyot/Mike Crewes	01-9477659/5681870	The Firestone	2nd Wednesday
36 TRENT	Mike Costigan	0636-814050	The Robin Hood Hotel	Alternate Thurs.
37 WALES NORTH	Patrick Falour	082 42 4136	The Fox & Grapes	1st Thursday
38 WALES SOUTH	Tim Davies	0656-863426	Caesar's Arms	2nd Tues
39 WESSEX	Jeremy Woodward	0202-602651	The Skittlers	1st Wednesday
40 WEST MIDLANDS	Tony & Janice Spicer	021-353 9961	Various	2nd Tues
41 WORCESTER	Stephen Brotherton	0386-6547	The Coach & Horses	2nd Tuesday
42 NORTH YORKS	Trevor Boyne	0904-39420	The Bay Horse	last Thurs/2nd Sun
43 SOUTH YORKS	Chris Stabler	0302-743579	The Lumley Arms	1st Wednesday
44 WEST YORKS	Nigel Weedon	0484-662196	The White Bear	2nd Thursday
49 WEST SUSSEX	T Di Srancescomarino	0293-30473	The 5 Bells	1st Thursday
			TRUMPINGTON, CAMBS.	1st Thursday
			WINTERBOURNE/KEYNSHAM	1st Mon/3rd Wed.
			TRURO	Last Friday
			FRAMPTON MANSELL	3rd Tuesday
			KESWICK	1st Wednesday
			HEATH VILLAGE	1st Wednesday
			KENFORD/TOTNES	2nd Sun./Last Sun.
			COOKHAM DEAN	2nd Wednesday
			STANFORD RIVERS	2nd Wednesday
			PIRBRIGHT, SURREY	1st Sun. lunchtime
			OFFLEY/HENLOW	2nd Wednesday
			NEWGATE STREET	1st Mon/2nd Tues
			BIRDWOOD	Last Wednesday
			DETLING/DARTFORD	2nd Tuesday
			WESTERHAM	2nd Wednesday
			SHEARSBY, LEICS.	2nd Mon/3rd Wed
			NEWBRIDGE	1st & 3rd Tuesday
			LOUGHTON	Last Thurs/1st Sun
			BAUGHURST	3rd Thursday
			HETHERSETT	3rd Wednesday
			MAIDWELL	2nd Monday
			LAMESLEY	3rd Wednesday
			HEWTON ABBEY	1st Monday
			CHINGFORD/WHEATSTONE	2nd Monday
			STONE	2nd Mon/last Mon
			CASTLE DONINGTON	3rd Thursday
			YARNTON	2nd Wednesday
			CLAY COTON	2nd Monday
			WHADDON	1st Thursday
			SOUTH QUEENSFERRY	2nd Sunday 1pm
			BATHPOOL, TAUNTON	2nd Wednesday
			HORNDEAN	2nd Thursday
			SCAYNES HILL	1st Tues/3rd Thurs
			BRENTFORD	2nd Wednesday
			NEWARK	Alternate Thurs.
			HAWARDEN	1st Thursday
			CREGIAU	2nd Tues
			BROADSTONE	1st Wednesday
			HARVINGTON, NR: EVESHAM	2nd Tuesday
			MURTON, NR:YORK	last Thurs/2nd Sun
			MALTBY	1st Tuesday
			NORWOOD GREEN	2nd Wednesday
			PULBROUGH	1st Thursday