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 the Lake District—**

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FEBRUARY

Relais Routiers Guide: £2.95
 The 1983 edition of this well-known guide is being sponsored by Bartholomew for the first time. Recommended hotels and restaurants around Britain with maps showing their location.

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The latest addition to the famous World Travel Series. Includes a town plan of Mexico city, a map of the environs of Mexico City and a chart of road distances in Mexico.

MARCH

Road Atlas Europe: £6.95
 A new fully updated edition of this road atlas covering the whole of Europe at a scale of 20 miles to 1 inch. Includes special resort area maps, town plans of major European cities and maps on ferry crossings, main routes, weather, festivals and sightseeing.

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 40 easy family walks in the Lake District. The description of each walk is accompanied by a detailed one-inch map extract showing the route. Includes view points, wildlife, history and where to park your car. Spiral bound for ease of handling.

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Bartholomew 1983 Map of Britain: £1.95
 A bang-up-to-date map for 1983 covering the whole of Britain. Scale 10 miles to 1 inch.


APRIL

Malaysia & Singapore: £1.95
 Another new World Travel Series title on an increasingly popular holiday area. Includes a detailed map of Singapore.

Big World Atlas (paperback): £7.95

Available for the first time in paperback, this superb large format world atlas has detailed world coverage, a 24,000 place index and features on climate, energy, food, etc.

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 The latest updated edition of this well-known road atlas. Maps at a scale of approximately 5 miles to the inch. Route-planning, town plans, full index, journey distance charts, etc.

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BILL & JO SUNDERLAND



THE COURIER

the monthly news publication of the
 Triumph Sports Six Club

MAY 1983 No. 35

**NATIONAL
 CONCOURS
 DONINGTON
 PARK
 MAY 14th**



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

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INTERNAT. AMPHICAR REGISTER SECRETARY KEITH GOULD Parkland, Ladburn Lane, Shilton, OXFORD. Tel: 0993 841999	MEMBERSHIP SECRETARY CHANGE OF ADDRESS MAGAZINE BACK COPIES GENERAL ENQUIRIES MATT MAUDSLEY Address/Vice Pres. BOB NOTLEY Address/Gen. Sec. RICHARD BRUFORD Address/Area Liaison	TRUDI SQUIBBS 24 Prince Rupert Avenue DESBOROUGH, Northants. NN14 2PH Tel: 0536 761930	

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COMPETITION COMMITTEE MEMBERS

KEVIN GINGER. Competition Secretary Hillclimbing-Sprinting	D. BAYLISS Circuit Racing Bogey Times
--	---

E. EVANS
24 Hour
Racing

EDITORIAL

With Donington only days away, and with the club having its largest ever membership, this should be an amazing day. One where the whole movement of the club get together, be there and join the club's premier event.

We are pleased you enjoyed Turning Circle, there was a weight problem, which delayed a few, as our dear friends the Post Office brought back 10 sacks out of 24 sent. The magazine was just overweight on 20½p (I would have thought after all the money we spend with the Post Office, they would have let it go), but NO. Still 14 sacks got through. Soon we will publish pictures from the night when 7,000 magazines and 3 inserts were packed into 3,500 envelopes ready for the Post Office distribution.

The next Turning Circle will feature the Bond, and now is the time to plan, help me tell the story and let me know if you have any information on this marque. Thanks.

Lastly, as we grow, it needs more hands to the decks, if you have a good idea, put it forward and if possible involve yourself in its success, just like Jonty Wild's recruitment Competition which starts in June.

INTRO

I hope Turning Circle No. 4 has inspired all you GT6 owners. I certainly enjoyed reading this well balanced magazine which included a good cross section of material and was very nicely presented. Whilst talking about the club magazine, I found the 24's originality article most interesting and I am sure you will all agree that the standard of photograph reproduction is now first class.

SLUR VIII

The Triumph Vitesse and Spitfire Birthday Celebrations are beginning to hot up and I look forward to joining many of you on the trip to Arnhem in Holland at the end of May.

NATIONAL CONCOURS

Prior to Holland of course is the club's major event, the National Concours Day on 14th May at Donington. I shall be there as one of the judges and hope that as many of you as possible make the effort to attend. I can assure you that you will not be disappointed, as it will give you the opportunity to see not just a dozen or so cars, as at your local meeting, but perhaps 2,3,4 or even 5 hundred (the size of the gathering is in your control).

HILLCLIMBING/SPRINTING

You will have seen in the Courier that Kevin Ginger has got the Hillclimb/Sprint Championship well under way and I hope to compete at the Wiscombe meeting on Saturday 7th May. Wiscombe Park Hillclimb is a beautiful venue situated some 10 miles from Sidmouth in Devon. Whilst the club will only be officially racing on the Saturday, there will also be racing at the hill on the Sunday, although many of our own members will be going to Chichester to partake in the TR Goodwood Sprint. Spectators of course are always welcome and I understand from Kevin that there are something like 24 cars registered for the Championship this year, so there should be plenty to interest you. If you want further details of how to find the venues, please do not hesitate to contact either myself or any of the other Competition Committee members.

QUESTIONNAIRES

I hope you have all filled in Brian Waters' questionnaire which appeared in the April Courier, as it will be from this information that we, the Council, will be able to fashion the club you want for the future.

VITESSE/SPITFIRE BIRTHDAY

Let us not forget that May/June 1962 was the month that the Vitesse was officially introduced. I propose a toast to another 21 years of Vitesse motoring. (I will drink a drink to Lily the Pink and the Spitfire later in the year, as it was not officially introduced until the Motor Show of 1962).

ATTENTION

With all the national and local events before us, I do hope you will all place your orders for club regalia soon to avoid any last minute rushes. Spread your club's name by wearing our badge for all to see.

JOHN GRIFFITHS
PRESIDENT

NEWS REVIEW

REMEMBER

The Club runs a parts service through the Parts Secretaries, currently John Kipping and Jeff Baker. It is NOT associated with ANY company supplying parts for our cars and does not give its' name or approval to any such company. The acceptance of advertisements and their reproduction in the Courier or Turning Circle, does not constitute any such approval of a company, its products or service.

BOB NOTLEY
GENERAL SECRETARY

GOT A BOAT, CARAVAN OR TRAILER?

I have negotiated a discount for members from Dixon Bate, the countrys' leading supplier/manufacturer of towing brackets and accessories on production of your Membership Card (or number, if phoning). Dixon Bate will give you 20% off their own brand towing equipment and 10% off Aeon spring assister kits and Indespension trailers and components.

Examples of the offer are: Towing brackets only £19.20 + VAT
Fitted inc. single electrics, ball and bracket £49 +VAT

Mail order is available, carriage is extra.

DIXON BATE OR
TARVIN ROAD
CHESTER
CH3 5NA TEL: 0244 24034

Contact: Peter Thompson

DIXON BATE
PARK FARM INDUSTRIAL ESTATE
REDDITCH
WORCS TEL: Redditch
23371

Ask for Trailer Centre/Mark Notley

BOB NOTLEY
GENERAL SECRETARY

ISSC SELF HELP SCHEME

Dear Members,

The scheme had got off to a slow but steady start, but remember for it to work - well we have to have a good response to the scheme, so get your pens and Courier and get filling in on the dotted line.

We would very much like to thank all the members who have been in touch with us and given us th encouragement and some of the comments we have received. And a very special thanks to;

Ralf Zimmer, Germany
Udo Stadler, Germany
Chris Henn, Spain
Fred Crampton, N Ireland
Per Olsen, Norway
Nick Klein, Holland.

Who have been kind enough to offer assistance when they live out of the hub of the Club. It rather puts some of the British members to shame when members overseas reply so promptly to the scheme and with such enthusiasm.

Thanks too, Mr A Smith, though whether anyone will take up your offer of a bed for the night is doubtful. (Well with your address being 'The Police Station' what can you expect).

We have been contacted by the Triumph Spitfire Club Holland who would like to join in with the scheme. In return for giving their members from Holland, Germany, Belgium and Luxembourg cover in this country they will give our members cover in their's. Anyone going abroad for their holiday?

Many thanks, once again to everyone who has returned their forms and hurry up to those who hav'nt (We do want to get this scheme going this year not next).

STOP PRESS *****

The 1983 Recruitment Drive starts June 1st, see June Courier for details.

SPECIAL OFFER FROM JOHN HILL'S TRIUMPH WAREHOUSE

We have just completed our first batch of black front carpets for the Spitfire and GT6 range. Both right and left hand carpets have rubber heel mats, and at £13.00 + VAT per pair represent very good value for money, postage is only £1.75.

We hope to bring a selection of our new spares to the national event this year. It may be worth mentioning to the membership that it is not possible to bring even a brief range of our extensive range of good secondhand spares.

Are any of your members interested in a 2000cc Bond Convertible, ideal for a restoration project at only £450.00.

MEMBERSHIP REPORT

Where are all of you new members coming from?! March was certainly a busy month as far as new members joining was concerned, with 230 additional Triumph nuts on the Clubs mailing list, making a total membership of over 3.300 members world-wide. Enquiries are flowing in at the rate of 15+ per day, we think mainly due to recruitment and advertising in major magazines.

If anyone is taking a trip abroad and would like to take a few translations of the windscreen leaflets, we now have 3 languages translated into French, Spanish and Dutch. We hope to translate into German and Swedish also, so if any of our Swedish members would like to have a bash, we are looking for a volunteer.

Trudi Squibbs
Membership Secretary

WHAT'S ON NEXT?

NATIONAL CONCOURS - DONINGTON MAY 14TH

Only a couple of weeks now until our 6th National Concours. Have you got you're Disco/Buffer tickets yet? If not please send SAE and remittance (Disco £1,Buffer £2.50) to Janis Spicer, 336 Clarence Road, Four Oaks, Sutton Coldfield, West Mids.

Also, we're having a Dinky Concours, so go up to the attic, dig out those dinky cars you had as a kid, and bring them with you to the Concours. Entry is 25p a car and there is a trophy for the winner.

Don't forget the Herald competition, for the West Midlands Area Challenge Trophy. Details should be with your Area Organisers

Finally; keep polishing those cars, and pray for good weather! See you on May 14th

STIR 8 ARNHEM, HOLLAND 27-30TH MAY 1983

All members who have booked for this exciting weekend should be receiving final instructions from Colin Roberts in Barry. Tickets etc., will probably be handed out at Rally control, Dover 1 hour ahead of sailing time. Here is a suggested "shopping list":-

Passport, Insurance, Green Card (apply to your Ins. Co. now), registration document V5, warning triangle, headlight 'blackout' or R/H dip lights, first aid kit, Michelin maps Nos. 1,2 and 6 (about 90p each), Dutch Guilders, (about 4 to £1), spares touring kit (some garages will supply, as will some motoring organisations)

Read Martin Radford's article on page 10 of February 1983 Courier which might be useful. Remember that you will be amongst friends so first time abroad drivers need not worry. It might be difficult to cash cheques as its a holiday weekend so suggest you take Dutch currency. You can pay any unused notes back into your bank upon return. HAPPY HOLIDAY!

P.S. Have you bought your boot stickers yet?



Apply to John Cudmore, 'Up Country', High Street, Stonesfield, Oxford. OX7 2PU. Prices £1.00 each plus 32p in stamps - state model required.

STIR 8 ARNHEM

Passenger wanted for trip to Arnhem in 2 litre Spitfire, leaving Dover on Friday morning (27th May). Contact: Hugh davies on Amesbury (0980) 23517.

'AUTO SUNDAY' - 3 JULY, EASTHAMPSTEAD PARK, NR BRACKNELL

Following last months announcement of this event, I would like to thank the small number of members who have already requested details of the Concours competition. I am expecting information and entry forms to be sent to me in the next 2-3 weeks and assure you that this will be sent to you without delay thereafter. In the meantime, please be patient but please keep the enquiries coming in - send SAE to:- John Reed, 3 Marlborough Road, Maidenhead, Berks, SL6 4LF.

Please remember that most of the Classic and Vintage car Clubs will be represented and this will be a terrific opportunity for the TSSC to show its prominence.

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

DOUNE MOTOR MUSEUM - PERTSHIRE (5 MILES FROM STIRLING)

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

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

1. Autojumble
2. Convoy runs, (up the "REST AND BE THANKFUL" and Strathallen).
3. Gymkhana events - skill drives etc.
4. Barbeque/Disco/Ceillioh.
5. Doune hillclimb visit.
6. Club Concours.
7. Inter Club elite Concours.

There will be trophies/prizes for club concours and inter-club concours and also for the gymkhana events.

- ACCOMODATION
1. Camping at Doune Museum.
 2. Bed & Breakfast in the area (book early)

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

ENTRY FORM

DOUNE CLASSIC WEEKEND 27-28TH AUGUST 1983

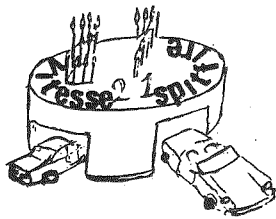
I, (NAME) CAR

(ADDRESS)

..... TEL.

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

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



**Spitfire Vitesse
21 Birthday
Bananza
6 Aug**

Stanford Hall Leics

concour's comp.

**Spitfire U K Trophy
best Spitfire.**

**Regent Auto Car Trophy
best Vitesse.**

**Leics Area Trophy
best British sports car.**

Presentations by Graham Robson.

**gymkhana. trade stands. BL line up. classic car
-corner. spitfire/g.t.6 autograph session. hog roast.
all this plus the beauty of stately home.
In the evening entertainment at a local Inn.**

7 Aug

**for the comp minded a treasure hunt
1st PRIZE stereo cassette player
or take it easy at a local wild life park
at lunch time meet up for pub grub. dep 2.30pm**

camping

*camping facilities are available on a purpose built camp site in
the grounds of stanford hall, for friday & saturday nights.
price £5 per caravan, £3 per tent, fri and sat nights inc.
book now. apply to I. McKeggie, 12 Pochin Dr, Mkt Harborough, Leics.*

NAME	VAN	TENT
ADD	£	
Pay t.s.s.c Leics	S.A.E PLEASE	

CLUB CALENDAR FOR 1983 - JONTY WILD

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

EVENTS AND SHOWS

MAY

Sat. 14 ISSC National Concours - Donington Park - Tony & Janis Spicer, Laburnham Cottage, 336 Clarence Rd. Sutton Coldfield, West Mids.

Fri. 27-Mon. 30 Standard Triumph International Rally (STIR) 83, Arnhem, Holland - John Cudmore, Up Country, High St., Stonesfield, Oxford.

JUNE

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

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

Sat. 25-Sun 26 West Midlands Fun Weekend (TSSC) - Dawn Storton, 021 784 4597.

JULY

Sun. 3 Auto Sunday, Easthampstead Park, Nr Bracknell - John Reed, 3 Marlborough Rd. Maidenhead, Berks.

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

Sat. 16-Sun. 17 TSSC Birthday Barbeque - Whittlesford - Barry Newitt, 89 Shelford Rd., Trumpington, Cambs.

Sat. 30-Sun. 31 Newton Abbot World of Wheels - Stan Walters, 51 Bellamy Close, Egguckland, Plymouth.

AUGUST

Sat. 6-Sun 7 Leicester Area National Bonanza (TSSC) - Ian McKeggie, 12 Pochin Drive, Burnmill Park, Market Harborough, Leics.

Sat. 13-Sun. 14 Yeovil Festival of Transport - Stan Walters, 51, Bellamy Close, Egguckland, Plymouth.

Sun. 21 2nd Hilton Keynes National Event, Loughton, (TSSC) - Geoff King, 19 Herdman Close, Greenleys, Hilton Keynes.

Fri. 26-Sun. 28 Doon Classic Car Weekend (Run by TR Register)- A O Cooper, 20 Inchmickery Ave., Dalgety Bay, Fife.

Sat. 27-Mon 29 Town and Country Festival - Stoneleigh - Tony & Janis Spicer, Laburnham Cott., 336 Clarence Rd., Sutton Coldfield, West Midlands.

SEPTEMBER

Sat. 3-Sun 4 International Spitfire Weekend - Arcen, Holland - Neil Williamson, 7 Meadow Ave., Fordingbridge, Hants.

CLUB CALENDAR FOR 1983 - CONTINUED

COMPETITIONS

Sat. 7th + Sun. 8th May
TR Sprint - Goodwood.

Sat. 14th May
Lydden Hill Sprint (TSSC).

Sun. 3rd July
Goodwood Sprint (TSSC).

Sun. 18th July
North Weald Sprint (TSSC).

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For all these events contact:
Kevin Ginger
31 Warren Farm
Warren Lane
Pyrford
Surrey.

All the afore mentioned events which have TSSC in the title are events organised by the Club, all others shown are events which we have been invited to and are taking part in.

Below is a list of events which we have been invited to participate in, but in which at present, the TSSC are not taking part. If anybody or any Areas wish to take part in the name of the Club please contact me immediately at the following address:- Jonty Wild, 33 Brookmead, Meppershall, Shefford, Beds. SG17 5SA.

MAY

Sat. 7-Sun 8
National Kit Car Weekend. To be held at the Royal Showground, Kenilworth

Sat. 21-Sun. 28
The 1st Alternative Car Show. To be held at the Lincolnshire Showground.

Sun. 22-Tues. 24
Classic Restoration Show - To be held at Peterborough Showground.

.....

JUNE

Sat. 25 Historic and Classic Car Show - To be held at Oathall School, Haywards Heath, Sussex.

Sun. 26 Bromley Pageant of Motoring.

.....

JULY

Sat. 9-Sun 10
Potterspurty Foundation 3rd Festival of Transport - to be held at Potterspurty, Towcester.

Sun. 24 Austin Rover Summer Spectacular. To be held at Donington Park.

.....

SEPTEMBER

Sat. 24-Sun. 25
Northern Classic Car Show, to be held in Manchester.

Sat. 24-Sun. 25
The Transport Trust, Transport Pageant, to be held at Donington.

X X X CLUB TIES X X X

The Manchester Area is having Club ties manufactured in top quality plain ground polyester rib. They are Navy Blue with the Club Logo printed on and look very smart, for only £3.25. Cheques/PO to:-

David Evans, 57 Buxton Road, Heavily, Stockport, Cheshire.

OVERSEAS AFFILIATION SECRETARY

STIR 8 ARNHEM:

In the answer to the comments on page 14 of the March Courier, I would like to state that my article in the February Courier was based entirely on my experiences of continental travel with the aim of encouraging TSSC members to take their cars overseas and not to put them off, as was suggested in the March Courier. At the time of writing my article, I was not aware that plans were afoot for the Club to travel by Sealink and my comments were made after 3 Sealink crossings, 3 DFDS Tor Line crossings, 3 Olan Line crossings and 2 Townsend Thoreson crossings.

I hope that nobody has been 'put off' by my comments and I am sure that people who have used ferries before, will have their own opinions and those who have not, will be able to form their own opinions in May.

STIR 8 is an event not to be missed. I was at Club Triumph Holland's 5th Anniversary, which was held at Papandal 2 years ago. It is a very well laid out, large place and the Dutch Triumph Clubs are excellent at organising events. Apart from the bulk of the Club leaving via Dover, the Anglia Area will leave via Felixstowe and the Kent Area will take a small group over from Sheerness via Olan Line. We hope to arrive at STIR on the Friday evening.

Full details of the event are available from John Cudmore. I hope to see you there.

OVERSEAS MEMBERSHIP

Thanks to Chris and Trudi Squibbs, I have now compiled a register of overseas members. We have members in 23 different countries and the list below shows where we are:

More Than One Member

Netherlands
Sweden
Germany
Norway
Switzerland
Belgium
France
USA
Finland
Italy
New Zealand
South Africa

One Member Only

Australia
Austria
Canada
Trinidad
Gibraltar
Hong Kong
Spain
Denmark
Portugal
Saudi Arabia
United Arab Emirates

This certainly shows how widespread the enthusiasm is for Club cars. I have recently sent application forms to Luxembourg so I hope to report soon that we have members in 24 countries.

The lists above relate to TSSC members only. In addition to this, the TSSC recognises a large number of overseas Triumph Clubs but more of these at a later date.

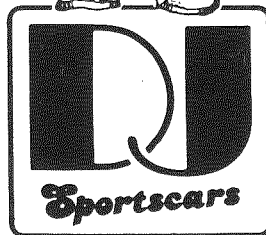
From West Midlands Area Promotions:

TRIUMPH SPORTS SIX CLUB LAPEL BADGES

The Club Emblem embossed on a Gold Background - diameter of a 1p. piece.
£1.50 each plus S.A.E. Contact DAWN STORTON, 25 Croft Close, Yardley, Birmingham, B25 8XJ

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FIBRE GLASS

GT6 MkIII Spitfire IV bonnet	111.75
GT6 MkI, II Spitfire I, II, III front valence	17.95
Spitfire IV boot lid (Full)	38.80
Spitfire IV GT6 III front quarter valence	21.85
Hardtops for Spitfire, Herald, Vitesse	From 147.00

STEEL

Spitfire I-IV GT6 I-III sill	7.85
Spitfire I-IV GT6 I-III door skin	14.50

PLUS — FLOOR PANS, INNER SILLS, REAR INNER ARCHES, BOOT FLOORS



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Harlow CM20 2DJ,
Essex
Harlow (0279) 442661/2

All prices subject
to 15% VAT

SPECIAL OFFER
10% DISCOUNT
TO CLUB MEMBERS
(except Hardtops)

CLUB SPARES

Price Rises

I am sorry to announce that the price of most metal panels has to go up by 10% from May 1st, so if ordering please add the correct amount on to the prices quoted in March/April Couriers. Any excess will be refunded. Also postal charges have risen:

Up to 1 Kg -	£1.50
" " 2 Kg -	£1.90
" " 3 Kg -	£2.30
" " 4 Kg -	£2.60

SPARES - MAY

This looks like being a busy month with the Concours and STIR, and I will be taking as much as possible to Donington. See you all there.

SPARES SECRETARIES AIMS

To clear up any misunderstandings would members please note that the Spares Secretaries do as much as possible with the time and money available. Any profits from the sale of spares goes to financing further purchases, to try and maintain a stock of reasonably priced parts so that club members can afford to preserve and promote club cars. We do not try to supply everything - we just aim to be able to inform members where parts or the best deals are situated.

P.S. Vitesse overdrive mounting plates are not available from B.L.

TECHNICAL HELP

Q. When engaging first gear in my Herald 13/60, I often find I have engaged reverse accidentally. Should this be possible or can the lever be modified to prevent it happening?.

A. A reverse stop is already fitted to the lever mechanism. Remove the gear lever knob, cover and internals and you will see the stop in the form of a threaded pin secured by a locknut. The pin may only need re-adjusting or the plate on which it engages may be worn. Failing this check for a broken spring, or for wear on the spherical bush or it's seating in the lever housing.

Q. I know this is not particularly concerned with "our cars", but I have always been confused by the terms h.p., b.h.p. (nett and gross), and b.m.e.p. I know enough to recognise a powerfull engine by it's b.h.p. etc., but can you explain these terms so I know a bit more of what I'm talking about. It can't really be anything to do with horses can it?.

A. Yes, it is to do with horses. When engines were first produced, their usefulness was compared to that of their only competitor - the horse. The first definition of one h.p. was the amount of work which could be obtained from a horse during one working day; fortunately it was later standardized as the power needed to raise a load of 550 lbs by one foot in one second, (presumably the average horse).

This standard measure could be directly compared to an engine's power by applying a gradually increasing load to the engine. The maximum power absorbed by the load is the engine's horse power, and as the load is in the form of a "brake", the power is known as "brake" horse power. B.h.p. (gross) is the b.h.p. of the engine with ancillaries such as dynamo, exhaust system etc. removed. B.h.p. (nett) is the b.h.p. of the engine with all ancillaries fitted (as installed in the car, rather than as on the test rig).

Strictly there is no such thing as h.p. (except for the old RAC quotation), but there is i.h.p. (indicated h.p.). This is the power produced in the cylinders and is higher than b.h.p. which is the final power available at the flywheel. This reduction in power between cylinders and flywheel is due to friction and the inertia of the moving engine parts. The difference between i.h.p. and b.h.p. is the "mechanical efficiency" of the engine.

When obtaining i.h.p., it is necessary to measure the pressure in the cylinders during the engine cycle. When measuring this, account is taken of pressure on the underside of the piston (basically atmospheric) and so it is the "effective" pressure which is measured. As this pressure varies throughout the stroke, an average or "mean" value is used so we have "mean effective pressure" (m.e.p.). "Brake" mean effective pressure (b.m.e.p.) is a calculated value using b.h.p. in the formula rather than i.h.p., and therefore takes into account the effects of friction and inertia of moving parts and is not the true pressure in the cylinders

Q. After 60,000 miles my MK3 Spitfire is using quite a lot of oil and I feel a re-bore may be needed. Is there any way I can be sure of this before stripping the engine?.

A. Before doing anything check for oil leaks around the engine, timing cover and bell housing. Ensure the sump is not overfilled and has the correct grade of oil, and that the crankcase breather is clear. Carry out a compression test on the cylinders and if any are low, then repeat the test after adding a teaspoonful of engine oil through the spark plug hole. If the compressions then increase, it is a safe bet that the bores are worn or you have piston ring damage.

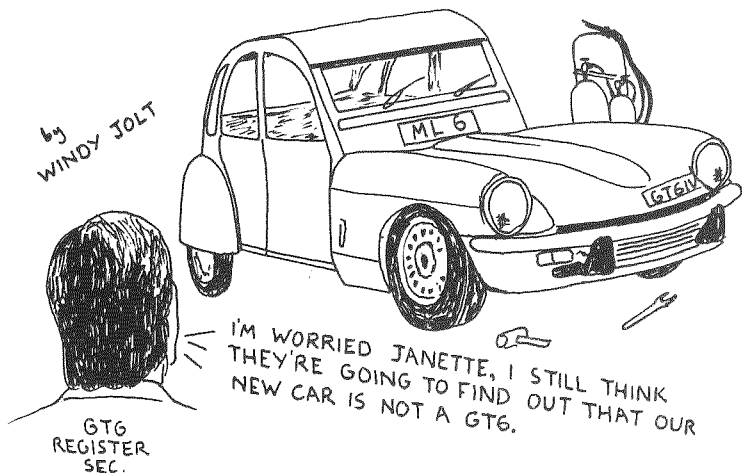
If cylinders are seriously worn the exhaust will continuously smoky blue due to the burnt oil. You can also check by letting the engine idle for a few seconds and then open the throttle; any oil coming past the pistons will show up as excessive exhaust smoke. The same thing can be achieved by coasting downhill

allowing the rear wheels to turn the engine, and then applying full throttle at the bottom of the hill.

The actual problem will not be evident until the engine is dismantled when pistons and rings can be examined and bores measured.

Q. When I bought my Triumph Vitesse, I was told by the previous owner that the oil had been regularly changed, but not the filter as it was only necessary to change this when the oil pressure dropped slightly. Does this sound feasible to you as an economy measure?.

A. No. The filter should be changed to prevent oil pressure dropping - if the pressure drops then it has been left far too long. When the oil filter reaches the end of it's life i.e., choked up, the oil entering it builds up pressure until it opens a relief valve in the filter element, so that although the filter is blocked, the oil can still flow back to the engine. The oil is then completely un-filtered as it flows round the engine.



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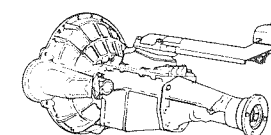
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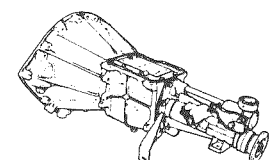
The Gearboxes used on the Triumph Spitfire

Through the 18-year production span of the Spit there were three different boxes used. The first type was the same as used in the Herald 1200 with the same ratios and no synchromesh on first gear. This box was used from 1962 until 1970. In 1963, however, it was possible to order the car with overdrive which made the vehicle noticeably quieter at high speed and therefore overdrive remained an option until production ceased in 1980.

In 1970, with the introduction of the Mark 4 the same basic gearbox was used but with synchromesh used on ALL four forward gears. First gear was also slightly higher. At this time the car was also given a new rear axle. This was really to keep a good top speed as engine power had dropped significantly. On the later Mark 4's from August 1973 the D-type overdrive was superseded to make way for the LH-type which was used on all the Dolomite saloons.



MARK 4



1500

The final changes came in 1974 when the 1500 was introduced. A new single-rail gearbox very similar to that used in the Marina/Ital was fitted, so similar in fact that I am looking into the possibilities of interchangeability. At this point I have to mention the MG Midget as it used an almost identical gearbox. I say almost because the only difference is that the 1st motion shaft is longer on the Midget box. The other main point is that the Midget could never have overdrive as it didn't have the room. This gearbox had the same internal ratios as the Mark 4. Also, the rear axle was raised to 3.63:1 which was also used in the Marina and Dolomite.

And there we have it. An outline of Spitfire gearboxes 1962-1980. By the way, in 1965, the Rally Spitfires used an all-synchromesh gearbox which was to be used in the GT6 and Vitesse 2-litre.

There are two events (major) that are taking place this month. On 14th we have the Annual Concours at Donington and I will be there as usual. On 27th we will be arriving at Ostend in Belgium at the beginning of the Standard Triumph International Rally VIII which will be held in Arnhem, Holland. I can assure you of a warm welcome, especially by the Triumph Spitfire Club of Holland with whom I have been corresponding over the past six months. Although the club is very small at the moment there are signs of it growing at a tremendous rate as there are a lot of Spitfires and GT6's in Europe. The newsletter that they have is very informative and their calendar for this year is full of varied events for everybody.

I might also mention at this moment that I am looking for an accident damaged 1500 Spitfire if anyone can help.

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HERALD REGISTER

HERALD ESTATE REBUILD - Repairs to floor pan of the front bulkhead.

This article also applies to Herald and Vitesse saloons, convertibles, coupes and vans! There are two major areas on the floor pan which are prone to rust damage: i - the flange where the floorpans join the rear body shell over the centre outrigger (Fig. 1 and Fig. 3a), and ii - under the four body mounting points (Fig. 2a)

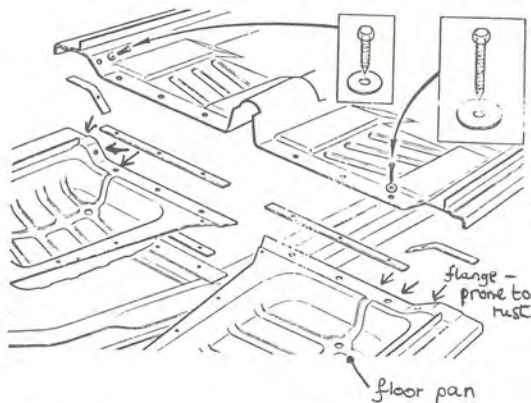
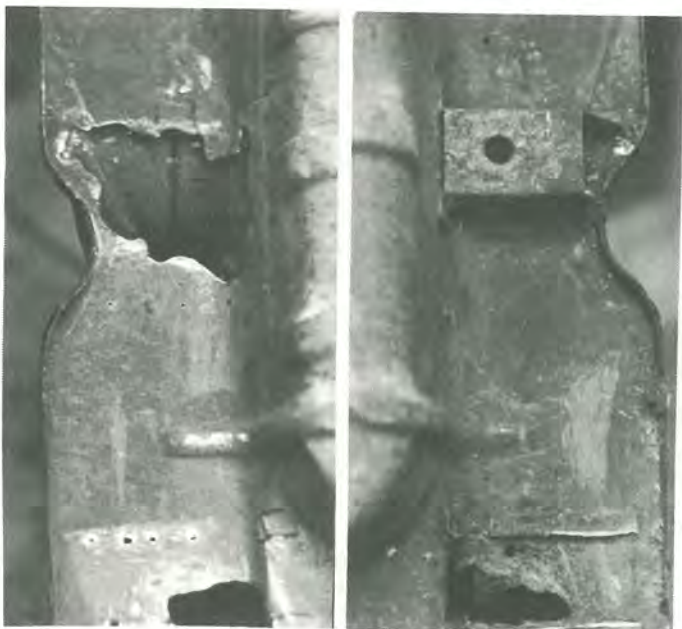


FIG. 1

Floor pans of front bulkhead. Areas prone to rust are arrowed.

Generally there is rust under the mounting points even if the mounting points themselves are sound. Dirt accumulates inside the thicker (18 swg?) mounting points and the thinner (20 swg) floor pan rots out faster than the mounts. This can be a source of water leakage into the front of the car.



OS

NS

FIG. 2a

Rot in the floor-pan under the body mounting points. Front of car at top of page.

Repairs are easier with the mounting points off (drill out the spot welds, Fig. 2a left hand picture). After cleaning up the area make up 18 or 20 swg plates (Fig. 2b) to cover the holes.



FIG. 2b

Plates (hatched) over n.s. holes.

New mounting points can be made up by bending in a vice and cutting with metal snips - use the old mounts as patterns. The mounts can be fixed with self-tappers to the new metal on the floor pan. Before they are welded in place it is a good idea to do a dummy fitting (if the bulkhead is off the chassis) to check alignments and mark the positions to drill the holes for the body bolts.

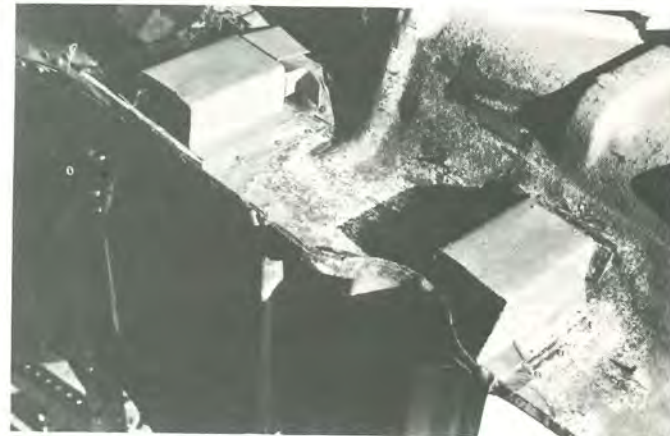


FIG. 2c New body mounting points in position.

The repair to the rear flange can be made with a strip of 20swg mild steel (see Figs. 3a-c). This should be tack weld in place - I finished the job by brazing (to cut down distortion) and covering the new joint with mastic.



FIG. 3a

Underside of the n.s. floor-pan with missing section of flange.



FIG. 3b

New flange held in place
with mole grips.



FIG. 3c

New flange tack-welded in place
before final brazing.



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PEN TO PAPER

LETTER FROM RICHARD FRANCIS, ORPINGION, KENT

I am enclosing an advertisement relating to a white Herald 1200 saloon which went on sale at the local Loxleys K J garage for the princely sum of £1,795 a little over a month ago. The car has under 25,000 miles on the clock and has always been serviced by Loxleys, who incidentally still have the original bill of sale from 1964. It appears to be in very good original condition, including the carpets which are usually the first things to show signs of wear. The price shows how much club cars can hold their value.

As the driver of a GT6 MK111, sightings of fellow cars are relatively rare, but there is one club member who I often see in Hayes driving a Blue MK111 reg. DT0 311L, however as yet he hasn't turned up to any of our monthly area meetings at the Grasshopper Inn at Westerham. Perhaps, via the Courier he may read this and decide to come to one of our meetings, the more the merrier, or failing that to contact me one evening on Orpington 29068.



LETTER FROM BARRY HATCH, BERKS:

With reference to vibration problems that seem common with club cars, my GT6 MK111 had such a vibration at speeds above 65 m.p.h. During an extensive process of elimination it was discovered that the propshafts mole spline was bent away from the centre-line of the main tube causing the propshaft to throw part of its weight while rotating. Due to scarceness of secondhand shafts and the price of new Leyland ones I arranged to have a spare Triumph 2000 saloon propshaft cut down and reconditioned. The work was carried out by Premier Supplies Co. (Guildford 65951) within a week at a very fair price.

My GT6 is now much improved except a drone on the overrun, I'm sure there are numerous reasons for vibration other than bent propshafts but its worth checking.

P.S. - Can anyone advise me of needles and jets suitable for twin 1½ S.U. carbs fitted to my late '73 car. (Bourne End 26177).

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LETTER FROM CAROLYN WILLSON, ORPINGTON, KENT

I've been a member of the TSSC for 1½ years, I enjoy all the meetings and events and I cannot fault the Club in any way. There is, however, an additional service I would like to see introduced and that is a "repair service". The idea would be that Area Organisers would draw up lists of members in their area who would be willing to do Triumph repairs cheaper than the garages. These lists would have to consist of names, addresses, tel. numbers and the types of repairs the members are willing to do. The Area Organisers, therefore being the central point to which a member in need of repairs could ring to, to find out of members in that area willing to do certain types of repairs.

I would like to see a "repair service" introduced as I have very little mechanical knowledge of Triumphs. I own a MK111 Spit. that I have spent £2,600 on in 4 years. At least ¾ of that money went on labour charges to local garages and my Spit. is still only in average condition compared with other MK111 Spits. I very often find that after I've had repairs done by a garage, I'll speak to another member at one of our events, who says that he would have done the repairs for half the price I've paid. So, by not having knowledge about members in other areas, I have often paid exorbitant prices I need not have paid. This is why I feel that for myself and other members who cannot do their own repairs, that it would be a very helpful service.

I have spoken to a couple of members willing to have their names entered on such a list and to a couple of Area Organisers willing to be the central point in their area for such a list to be kept at. I would like to know what the general view throughout the TSSC is about the idea of a "repair service". I would like to hear views 'for' and 'against' the idea from members who would be willing to do repairs. Area Organisers (for whom I know it would mean extra work) and from members who would actually use the service. If there is a big response in favour of the idea, I will put it forward to the Area Liaison Officer (sorry Richard), and in turn ask him to put the idea to the Committee members. You can write or phone your views to:- Miss Carolyn Willson, 28 May Avenue, Orpington, Kent. Tel: Orpington 35913.

LETTER FROM RICHARD C BARBER, SECRETARY, ST ANDREWS UNIVERSITY MOTOR CLUB

Stephen Ash and the other Devon members are not alone in their problems with SAH exhaust systems. He does not state what type of system he has, but since he writes elsewhere in the April 'Courier' of Vitesse matters, I assume it is of the dual type, part No SAH 863, suitable for a Vitesse.

On 4th February 1982, just two days after Mr Ash, I purchased a GT Twin Silencer, part No SAH 1507, as a direct replacement for the standard silencer box on my 1973 Spitfire. After a few months the chrome on the end of the tailpipes began to break up and a suspicious bulge developed in the base of the outer end of the box.

The car was unfortunately laid up from the end of November until mid-February after a contretemps with an Audi 100 (incidentally, it took BL eight weeks to supply a new bonnet). On its first journey after the accident repairs the silencer blew; it had effectively lasted eight months and 5,500 miles. I have written to SAH to complain.

I would advise anyone who may be thinking of fitting one of these silencers to their MK1V Spitfire not to bother anyway - it looks very nice with its big twin chrome tailpipes, but as it is much smaller than the big transverse box which is standard, it only uses one of the existing mounting brackets and relies on the rest of the exhaust system for support. The extra strain broke the mounting bracket by the axle and pulled the rear mounting out of the boot floor on my car. Also, the noise it makes is not the crisp bark I had hoped for until you hit 4000rpm; otherwise it just sounds like a normal system with a hole in it.

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LETTER FROM JULIE BAKER, COVENTRY:

This letter is written on behalf of the West Midlands Area Committee.

It was with some regrets that I read February's Editorial, requesting that Area news be kept to a minimum. When the West Midlands Committee met, it deemed they felt the same way. A lengthy discussion resulted in the Committee asking that the following points should be put to the Editor and the Membership.

1. We feel that the Area News is only second to spares in formation and, therefore, should be allowed more space in the magazine than is presently allocated.
2. That when the Editorial staff take the decision of what is to be cut, many reports are rendered nonsensical.
3. It seems that all us Area's whose initials make the latter half of the alphabet, seem to be more heavily censored than the others.

Returning to point 1., can the magazine not allot for example - two more pages to Area News per month and slightly increase the amount of pages in each months Courier? Now that the Club charge members for advertising surely the extra revenue could cover the cost.

Looking at points 2. and 3., if News has to be kept to minimum, surely it's far better to allow each Area reporter a set amount of word space, e.g. 500 words per Area.

This would result in Reports making sense and being full of news, not just dates.

I would also like to add that this letter is not meant as personal criticism of the Editor, we just feel that the balance is wrong.

COMMENT

As Editor, I feel I have to make some comments on the letter from Julie Baker. Agreeing that she has put forward some constructive comment, but most of what she has said is not so.

Firstly, yes Area news has been cut in some instances along with all other section of the magazine, but not as Julie states. I have asked as the Club has grown, for reports to be more factual, and most Areas have done this to help me and still gain room in the Courier.

Area News in point of fact takes up a fair proportion of the magazine and we intend to keep Area News in the forefront. Regarding the comment that latter alphabet Area Reports get heavier censoring is rubbish!

Lastly we have always served West Midlands area well, very well in fact, on quite a few occasions Area News taking up over one page. We produce a large monthly magazine and cannot increase its size indefinitely, I don't personally know another club that has such large monthly magazines, month in month out, it's great but we have to draw the line somewhere!

LETTER FROM VESA NIEMINEN, FINLAND

I have a leaking wheel (tubeless tyres) and would like to use it under my Herald again instead of storing garden hose around it. Under-water test showed bubbles squirting from a spot weld. Removal of the tyre however, exposed a perfectly smooth paint surface inside, I guess an ordinary spray paint is too porous to fix it. Do you have any ideas?

The leak was a minor one allowing 2 days to drive before repump. Don't suggest tubes (we all do have principles, don't we?) and never mind the garden hose.

LETTER FROM CHRIS POVEY, BROADWAY, WORCS:

I must correct Neil Williamson's article on registration number suffixes. He has credited Gloucester with AD, DD, DF and DG, whereas these are, in fact, Gloucestershire suffixes. This is confusing because the City of Gloucester does have a suffix of its own; this suffix is FH.

From a quick glance, I notice something similar has happened to AB (should be Worcestershire) and BW (should be Oxfordshire). I fear these are not isolated incidents, either.

I suspect, also, that the list compiled by Mr Williamson is the pre-1974 list. When local government underwent its major revamp in 1974, various boundary changes occurred and some Counties were lost (Rutland, Huntingdonshire, numerous Welsh and Scottish counties) or gained (A few odd-sounding Welsh and Scottish counties). The eventual post-1974 list differs very significantly from the predecessor. A note regarding post-1974 changes to owners of post-1974 (or more probably 1975) cars, who may be convinced that a car was registered somewhere else - other than Swansea, that is.

LETTER FROM CHRIS BULLEN, BIRMINGHAM

Can anyone out there help with a small problem, I am thinking of fitting a steering column lock to my Vitesse MK11. Can I fit the upper column from a late GT6 or Spitfire. Any advice on this would be helpful. Also what are the widest wheels I can fit, without flaring the arches?, using 175 tyres. If anyone wants some stainless steel bushes for the rear trunnions on the Vit-GT6 MK11, I can get them made for £10 a set. Tel: 021 748 6663.

CAR STOLEN

My expensively re-furbished Herald Convertible 1200 Reg. No. CGO 436B was stolen outside my son's flat in Hampstead, NW3 on 10th March. The police have of course been informed. White body with red flash/black hood. Any information, please contact F B Roycroft, Tel: (0273) 732365.

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TSSC GOSSIP

LETTER FROM ANONYMOUS FEMALE - SOUTH EAST

Until recently I was under the impression that our TSSC male members were quiet, shy and fairly respectable gentlemen. What's changed my view?, I hear you ask, well, a "FLASHER" no less!! Yes folks, it's true, and what's more, he's a well known and likable long standing member of our Club!! (who shall remain as Mr 'X')

Recently I went down in the Spit to Brighton with Mr X for the day. As it was his first visit there, he felt that he could'nt leave Brighton without going to 'THE' beach. (For those of you who don't know Brighton, I mean the HUDIST beach!!). At about 5pm we eventually found it and there were only two people on it, (fully clothed I might add!!). I asked Mr X now that we'd found it, if he was going to strip off (I was of course only joking!!) Mr X said that if the two remaining people on the beach left, that he would, for a full minute. Much to Mr X's horror they suddenly got up and left. (no, I didn't bribe them!!).

This was my big chance!! winding him up, as I do all our male members, I told him that he had to strip off for a full minute as he'd promised to and that I'd be really upset if he didn't. (He wasn't supposed to take me seriously!!) Well, Mr X started stripping off, handing me items of his clothing one by one. First his jacket, then jumper and then his shirt. Mr X then started undoing his trousers and at this point I was laughing my head off expecting him to stop, but he didn't! ..HELP!.. I threatened to run off with his clothes and started off up the beach in hysterics. Mr X shouted for me to time him and as I turned round, yes folks, Mr X was completely starkers apart from his socks!! (well we've all got some morals). I didn't know where to look, I was absolutely stunned. I couldn't believe it was really happening. I remained totally speechless as I promptly returned his clothes to him. What a shock!! so much for quiet, shy gentlemen. That's the last time I'll ever dare one of our members to do anything!!

Well Mr X, you dared me to write to the Courier and I have!! As you are so well known in the TSSC, I have discreetly kept your identity safe. However, photos are on sale for £5 each!! (Well Mr X I've got to keep the Spit on the road somehow, havn't I?). Thanks for the laugh!

H.B. I think it would be a good idea (and a great laugh) if one of our members arranged a convoy to 'THE' beach at Brighton. (Mr X would probably beat the land speed record to get down there and some of us females probably would too, after all, we wouldn't want to miss anything!!!).

REQUEST FOR INFORMATION FROM MARC CHAPLIN, DEVON

I have just (6 weeks ago) bought a Vitesse MK1 2 litre Convertible. The recorded mileage is just over 56,000, but judging by the log book the car has already had 4 previous owners since June 1977. I wondered if by any chance any of the previous owners were members of the Club and if they could remember the cars mileage when they had it. The registration No is LK0 594F and the car is light Blue. Also I have had to replace the diff. and I wondered if it was very unusual for a 56,000 mile car to have this problem?. Tel: 0548 561577.

REQUEST FOR INFORMATION FROM CHRIS WRETH, READING

I am trying to collect information to present a complete picture of front coil springs and rear leaf springs fitted to TSSC cars. Such information to include model, part number, all dimensions of coils/leaves, number of coils/leaves, test load laden camber, length, chassis numbers applicable, and most important spring rate.

Any information from any source would be very welcome. Results to be published in the Courier. Address: 53, Pell Street, Reading, Berks. Tel: Reading 591509.

ANYONE INTERESTED IN HILLCLIMB/SPRINTING?

Having attended several different area meetings I estimate that about 20% of those attending use various degrees of wheelspin as they leave each of the 40 or so area meetings, at least 160 members are not afraid to use their right foot.

WHY then, are there only 25 members registered for this years Hillclimb and Sprint Championship. Is it a case of the rest needing dutch courage?

I have entered my MK111 GT6 in the standard class and it cost me no more than £25 plus entry fee to be in the first event at North Weald. I can thoroughly recommend this sport, it is exciting to race, safe, the atmosphere in the paddock is great and it is an excellent way of promoting the club.

So all you racers, join in the fun and show us how well you and your cars can go. For anyone interested you should get in contact with Kevin Ginger or if anyone wants information on entering a GT6 in the standard class I can be contacted on Letchworth (04626) 78971 after 6pm most week days.

LETTER FROM ROBERT CANNELL, WEST BROMWICH

I would like to comment on the proposed rules for the Club Hillclimb and Sprint Championship, which appeared in Februarys Courier.

On the whole the rules appear to be very sensible, but I feel that item 5 for modified cars - "Engine, gearbox and back axles must remain in original position..!" is out of keeping with the concept of modified cars.

Compared with the cost of other modifications, such as engine tuning, using special tyres etc., which are allowed in these rules, moving the engine is relatively cheap. It is also very effective, particularly on lightened six cylinder cars, which would be ridiculously front heavy with the engine in its original position.

I would therefore like to suggest that this rule is dropped, or altered to specifically allow for the repositioning of engine and gearbox.

Also, regarding the introduction of advertising fees, I suggest that if it is decided to continue charging, a section for goods totalling less than, say £10, should be advertised free of charge, or at a low charge, and that goods which are being given away should definitely be advertised free of charge. Otherwise members may be tempted to throw items away, which could be of use to someone else!.

LETTER FROM GILLIAN HOLMES, LEEDS, W YORKS

I recently attended the April meeting of the W Yorks TSSC branch, and I can only say how disgusted I was at the treatment given to the Area Organiser, John Genders. John had hardly been in the room 5 minutes before Mrs Sally Hurd hurled abuse and informed him that she, was taking over the writing of the editorials for the Courier, and also the Area Organiser title too. As it happened John announced his resignation shortly afterwards as he has been forced to part with his Spitfire, but the way in which he was treated after nearly 3 years of service to the Club, with only missing 2 meetings in that time, was atrocious.

Not only that, but John and myself spent many hours over the Easter holidays organising a Treasure Hunt, which I may add was advertised in the Courier, however when it was mentioned at the meeting the answer was the same 'we've arranged something else for that weekend' - This was also the answer from the NEW self appointed, self opinionated organiser!!!

I would be most grateful if you would publish this letter in the next edition of the Courier, as I am sure there are many people who will be sad to see John leave after so long in this manner, and if a replacement is to be found for him, surely there should be some form of election, I am also a member of the TR Register, and never come across any such dispicable behaviour.

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All prices are exchange and while stocks last.

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3.63 Ratio	Spitfire 1500		£120.00
3.27 Ratio	GT6 non-O/D		£125.00

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

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4 Synchro.	Vitesse MK I/II		
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ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

At last we have made it! the Clubs Van that we have been rebuilding for the past two years, made its first journey to our April meeting, thanks to all local members for their time in seeing this project through.

Great to receive request for Barbeque tickets so early on in the year, keep them rolling in.

Within a few weeks now we will be setting sail for Holland look forward to seeing you all lined up at Felixstowe on Thursday 26th May. I hope we can meet up with some of our Dutch members on the other side to show how to drive on the RIGHT side of the road.

LATEST INFORMATION ON THE CAMPING ARRANGEMENTS FOR CLUB 8 IN HOLLAND :-
CAMPING AT PAPENDAL IS NOT FREE, BECAUSE THE ENTRANCE FEE IS KEPT AS LOW AS POSSIBLE. THE CHARGE FOR ONE PERSON FOR ONE NIGHT IS ABOUT £1.80. THE ORGANISERS HOPE THIS WILL NOT DETER MEMBERS FROM ATTENDING.

AVON AREA NEWS, KEITH DAN REPORTS:

The Film Show in early March was well supported and gave us the chance for a bemused look back at the cars of the 60's.

Our stand at the Bristol Classic Car Show generated considerable interest - we ran out of membership forms and club info. on the afternoon of the second day! Many thanks to all concerned.

On Sunday May 15th we're having a Treasure Hunt which will start in Yate at the car park opposite the shopping centre which is opposite the Four Seasons Pub on the A432 Old Sodbury road, and finish at a pub where food will be available. Distance - 30 miles, entry fee - £1.50 per car - prizes will be awarded.

A waiver of RAC Permit has been applied for and entry will be limited to Club members.

CORNWALL AREA NEWS, RICHARD DOUGHTY REPORTS:

A good turnout at the Farley Hotel, Truro with about 20 people attending including Mike Crewes a member from Thames Area. We would welcome any members on holiday in Cornwall to our meetings, held on the last Friday in the month, which alternate between the Farley Hotel, Truro and the Four Burrows Hotel at Grampound Road.

A reminder for our Treasure Hunt which starts at 4.30 pm at the car park, County Hall, Truro on Sunday May 22nd.

Next meeting is at the Farley Hotel, Truro at 8pm, I shall be setting a quiz so be prepared.

COTSWOLD AREA NEWS, SUE IND REPORTS:

JAN/FEB/MARCH ROUNDUP.

Most of the meetings were well attended. Nice to see Pete Boyce from Swindon who is now a regular member of the Cotswold Area.

I managed to persuade the hospital to allow me home on the Monday one day before the meeting, of course I didn't tell them that was the reason why. You can't keep a Triumph or owner off the road for long, despite having to be chauffeured by Steve who might one day decide to join our club having 3 Triumphs of his own hint! hint!

We meet every 3rd Tuesday of the month, 8.30, White Horse Inn, Stroud to Cirenc. Rd Ring me, Sue on Cirencester 61137. It would be nice to see some of the Swindon crowd as it seems they have no where to go!

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DEVON AREA NEWS, GARETH BEECHING REPORTS:

At our last meeting, the main dates for the 1983 calendar were announced. The main events would be as follows:-

- 29th May Monthly meeting at Dartmouth Inn, Totnes.
 5th June Historic Vehicle Gathering, Paignton Zoo.
 26th June Cornwood Rally.
 30th & 31st July World of Wheels, Newton Abbot, including the Devon Area Concours
 13th & 14th August Yeovil Festival of Transport, with TSSC stand run by Devon Area

Other events have yet to be fixed, so keep your eyes on the Courier. The collection of photographs of cars for the Devon Area scrapbook is proceeding slowly, so please bring these along at the next meeting for "Woody" Ash to graft them into the album. He's twigged what a large branch we've got, so he'll probably need some more leaves for the album.

Devon Area continues to grow with over 40 people attending the Totnes meetings, and about 20 attending the sub-area meetings at Kennford near Exeter. New faces are always welcome - if you want further details phone Stan Walters on Plymouth 700555 or Gareth Beeching on Topsham 5733.

EAST BERKS AREA NEWS, JOHN REED REPORTS:

Just a reminder that our next Treasure Hunt is scheduled for May - possibly the 22nd - after our next Area meeting on the 11th. Having some spare cash in the kitty makes it possible to keep the entrance fee down to only 50p per car. More details at next meeting.

Our visit to Tetbury should be taking place sometime in June and is followed by "Autosunday" on 3rd July. Those of you interested in going to the Donington Park Club Concours may like to consider going in convoy. Anyway, please give these arrangements some thought and let me have your views at our next meeting.

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

Meetings are as well attended as ever at the Dukes Head, I hope to see even more new faces now the weather is improving(?).

Dates for your diaries:-

- 8th May - Dukes Head
 14th May - Donington
 22nd May - Treasure Hunt - details at May meeting
 12th June - Dukes Head.

KENT AREA NEWS, MARTIN RADFORD REPORTS:

I hope to be able to announce full details of the 1983 Kent Area Camping Weekends in the near future. There will be at least two of these but probably three so watch this space.

Anyone wishing to join us on our excursion to Holland who has not already seen me, should read the Overseas Affiliation article. Finally congratulations to Kent member David Gable who I understand put up a good performance at Goodwood in his GT6 MK11 without killing himself. This certainly makes a change from Pole position at the bar.

LEICESTER AREA NEWS, IAN McKEGGIE REPORTS:

At last Spring has arrived, and the cars are coming out of hibernation. The turnout at the last two meetings at the Cock Inn, Arnesby have been nothing short of encouraging, and to tickle your taste buds we have:-

1. May Donington Concours. A convoy will be formed at the Motorcross Service Area, M1 Leicester Forest East, to leave at 10.30am.
2. The Second Annual Area Concours will be held at the Cock Inn, Arnesby on the first Sunday in June this will be open to all areas, so it's up to you (Leics. Area) to keep the side up.

3. John and Mick are arranging a trip around the Peak District, and those who have been before will know what a beautiful area this is. This will happen on Sunday June 19th, I know John and Mick, this will be nothing short of a fantastic day out, so do not miss it, see them at the next meeting for details.

As of April 14th all meetings will be held at the Cock Inn, Arnesby, A50 Leics. Just to reiterate the first Sunday lunchtime and last Thursday evening. The pub offers ample car park space, a bar to ourselves, good ale and food. What more could you ask for. Come and join us for real fun!

MILION KEYNES AREA NEWS, GEOFF KING AND JULIE WESTAWAY REPORTS:

Greeting members, yes we are still alive and kicking, just. We could do with a greater turnout at the meetings.

A recent Treasure Hunt TSSC V MGOC went off very well and was enjoyed by all despite a ISSC member having to be towed home in front of all skateboarders (how embarrassing).

Plans are under way for the 2nd Summer Meeting on the 21st August so put it in your diary. All assistance in the planning stages would be gratefully received as would any ideas for activities, either in or out of the Summer Meeting. Sunday meetings for the next few months are:-
 May 1st - The Red House, Newport Pagnell.
 June 5th - The Leather Bottle, Cranfield.
 July 3rd - The Beacon, Bletchly.

We look forward to seeing you at any of these meetings or at the Fountain, Loughton on the 3rd Wednesday each month.

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NORFOLK AREA NEWS, PHIL HUDSON REPORTS:

Hope everyone enjoyed the Cromer coast run and kickabout. Thanks for your support, I will wear it always.....

Event Details14th May - Donington Park Concours

All those who wish to proceed in convoy:- Meet at Zaks (cattlemarket) at 7.45am PROMPT. We will set off to Downham Market to pick up Downham/Kings Lynn members who don't want to meet in Norwich, arriving there at 9.15am. For meeting place at Donington tel. Steve Davidson (0360) 388930.

15th May - Yarmouth Spectacular

We are now members of the Association of Norfolk Car Clubs, and have been invited to this event at Gt. Yarmouth Racecourse. An area has been reserved for TSSC to display cars. I have reserved space for a dozen cars. Two cars are required to take part in the Parade. Full details at the next Monday meeting.

STIR VIII - Arnhem, 27th - 30th May

Keith Lambert and Ian Thirkettle are going - anyone else?? Phone Keith on Norwich 617519 (work).

Julie Holmes and her MK111 Spitfire would like to thank everyone who clubbed together to pay the parking fine she incurred while waiting for everyone to arrive on Bank Holiday Monday. Keith Lambert would like to wish the policeman who booked her a very happy Easter

Finally, good turnout at last meeting at the refurbished Kings Head. Keep it up! It is great to see new faces and hear new ideas, next Monday meeting - 8pm, 9th May at Kings Head, Hethersett. See you soon.

NORTH HERTS/SOUTH BEDS AREA NEWS, GRAHAM WARD REPORTS:NOTE:

Area meetings are now being held on the first Monday of the month. This allows us to use a seperate restaurant at the Red Lion Offley.

The April meeting was reasonably well attended for a Bank Holiday with about 25 members in all making the Monday meet. By the time you read this we will have been to Syon Park and Duxford Air Museum, hope the weather has kept fine.

May events are as follows:-

14th - Donington - Good luck Bev.

21st - Alternative Car Show.

27th - STIR '83 - Brian Waters requires a passenger to share cost, see April Courier page 38.

Hope to see you all on Monday, 2nd May at the Red Lion.

THE NORTH HERTS/SOUTH BEDS AREA ARE ORGANISING A STAND AT THE DUNSTABLE TRANSPORT EXTRAVAGANZA - JUNE 19TH.

IF ANYONE IN OUR AREA HAS A NICE VEHICLE PLEASE CONTACT BEV WARREN. (WORK), ROYSTON 61978.

THEY DON'T NEED TO BE CONOURS JUST NICE WORKING CONDITION WILL BE GOOD ENOUGH.

NORTH YORKSHIRE AREA NEWS, SALLY HURD REPORTS:

We now meet at the 'Bay Horse' Murton, York near the York livestock Centre, on the first Wednesday in every month. At the next meeting we will be discussing the position of official Area Organiser as the current one has decided to step down. We will also be holding a Road Safety Quiz. Future events include:- Run to Bolton Abbey - Sunday 19th June. North Yorks Area Concours - Sunday 3rd July. Treasure Hunt round York - date to be decided. New members always welcome

NORTH EAST AREA NEWS, TONY LAMBERT REPORTS:

The March meeting saw an increase in the number of members making an appearance. Although it was difficult to see who was there as I and several others, were dazzled by the paint job on Clive Reed's Spitfire on the way in. Clive also showed us his pen and ink drawings of Club cars and acquired several orders for the same.

The Editor of Thoroughbred and Classic Cars, Tony Dron, was in the region recently and I was lucky enough to meet him and get a plug in for the Club. We're likely to get a mention in the May issue.

NOTTS AREA NEWS, GEOFF FLETCHER REPORTS:

A very enjoyable evening though a bit on the quiet side from the attendance point of view. The regulars turned up to give their support as they always do and the topics of conversation were varied. Thanks to Janet Roulston for organising the raffle which made £4.30 for the Area funds and to Royd Eley for selling the tickets with single minded dedication.

OXFORD AREA NEWS, JOHN CUDMORE REPORTS:

Quiet time at recent meets but now the weather is better we hope to see more of you at the Grapes, Yarnton, Oxford (on A34 just north of the City) on the 2nd Wednesday of each month.

RIBBLE AREA NEWS, ANDREW DEACON REPORTS:

My first duty as Area Organiser is to thank Chris Gardner for his efforts in the past. Second, I must apologise for the 'dry' period in this area due to some confusion during the change over.

Our previous venue, the Blue Anchor at Esprick, has fallen victim to the modernisation trend and is now unsuitable for our purposes due to its high dB levels! On a temporary basis, therefore we now meet at the Ship in Elswick. It is not ideal being off the main roads, but will serve its purpose for the time being. We are looking for somewhere more suitable, so come along to the next meeting and offer your suggestions.

I am hoping to arrange a few events this year, and one possibility is a trip around the TVR factory in Bispham if there is sufficient response to the idea, I will approach TVR and see if they'll do anything for us. If you're interested let me know at the next meeting, see you there.

SOMERSET AREA NEWS, NICK BRADBURY REPORTS:

Last couple of meetings virtually blank! - only 2 of us turned up last week for the noggin and natter. Seriously though; - I don't think it's worthwhile my sending in any more contributions for the present, there's so few people turning out, and therefore little incentive for me to try to organise anyone to do anything, like taking on, say, some of the local car shows' club stands.

Therefore, this space will remain blank till further notice. Should anyone wish to turn up, perhaps you'd like to phone first to make sure someone's at the pub to meet you. Other than that, the last Thursday of each month, starting at 7.45pm or 8pm (depending on when you arrive) will remain the same, as also, the venue.

SOUTH EAST MIDLANDS AREA NEWS, JOHN ROBINS REPORTS:

The first meeting of this new Area proved that there is demand for a Northants (and around) area, for the time being the meeting will continue to be held at the Shoulder of Mutton, Great Bowden, Market Harborough, the third Wed. of each month, a Sunday meeting will be held at the Mulsoe Arms, Finedon, Northants, on the 2nd Sunday monthly. So see you. If you have any ideas on what you want to do please let me know.

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

There was a healthy turnout of approx. 20 members at the April meeting of the S. Wales TSSC at the Castell Mynach pub, Llantrisant. It was encouraging to see a few new members arriving and enjoying the chat.

Tim Frenzel brought along a board on which spares were advertised by Club members, which was a great success. Dilwyn our spares Sec. has got a contact who makes high quality but reasonably priced fibreglass panels for our Triumphs so if you need any come along to the next meeting.

We discussed the possibility of a newsletter sent out monthly, but it was decided this was too expensive, so one suggestion was a handout sheet at every meeting - this will be looked into at a later date.

One event we hope to attend is the Historic Vehicle Pageant 3rd July at Cardiff Castle, so if you would like to enter let us know by the 11th June. Another event we are hoping to run in conjunction with other car clubs is concours, barbeque/disco and meeting hopefully at Margam Park - watch this space for details. One of the lads - John from Chepstow is planning a run from John 'O Groats to Lands End in his Spitfire 1300 MK1V, hopefully in under 24 hours, sometime in August. Well done Tim Frenzel for organising the Treasure Hunt - hope it went well. There is a quiz planned for the next meeting so get swatting. See you all on the 4th May at the usual place.

SOUTH YORKSHIRE AREA NEWS, CHRIS STABLER REPORTS:

The first meeting of the re-located South Yorkshire Area was held on 10.3.83, with an encouraging attendance of 13 enthusiasts (including 3 from Junction 29 - thanks folks!). Everyone expressed satisfaction with the venue and it was agreed to give it a 3 month trial.

For all those South Yorkshire members who are dying to attend but flunked '0' level geography, the directions are: Find the M18 and leave at junction one (A631). Follow the signposts to Maltby (Bawtry Road). Go through the crossroads in Maltby and the Lumley Arms is on the left just outside the village.

Meetings will be held on the 3rd Thursday of each month at 8pm.

Thanks to those attending for supporting the venture, a great start for the future of our Area.

SURREY/HAMPSHIRE AREA NEWS, TONY BEALE REPORTS:

Just a short note to let you know the area is still active. Now the Summer is with us, we are starting our Sunday lunch time meetings again, this will be on the last Sunday of every month starting 29th May.

For our first Sunday meeting we are planning a pub run, leaving the Royal Oak at about 11am and taking a 10-20 mile run to a pre-arranged pub, details will be available next meeting 11th May, Royal Oak Pirbright.

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

Details of local events are available, including the Lincolnshire Vintage Vehicle Society Open Day on May 15th and the 1st Alternative Car Show also at Lincoln on May 21st & 22nd. Meetings are held at The Fox, Kelham and I look forward to another good turnout of cars and owners - let's try and fill the front of the car park!

WESSEX AREA NEWS, KEVIN MINNS REPORTS:

John and Bridget Snok had the dubious honour of winning the March Treasure Hunt organised by our very own Neil Williamson. We all look forward to the next Treasure Hunt that will be organised by the lucky winners.

Summer is nearly here and possessing a sadistic streak I have decided that the Tuesday meet at the Skittlers, York Rd, Broadstone, Poole on 10th May will be a "bonnets up" meeting. So open those bonnets and clean out that engine bay. Let's have a good turnout (30 + cars) for this one, a prize will be given to the best and worst vehicle.

WEST KENT EAST SURREY AREA NEWS, LYNDA LEE REPORTS:

As part of the 21st Birthday celebrations on the Spitfire and Vitesse, the West Kent East Surrey area are holding a treasure hunt on Sunday 8th May '83. The course is approximately 35 miles and is scored purely on a points per clue basis, so speed is not essential. The area openly invites anyone to join us whether members of the club or indeed even Triumph owners, so friends and relatives in the family saloon are welcome. Entry is free although there are six modest awards (not a Mercedes 250 Sports) for highest scoring Spitfire, GT6 etc. We would ask you to ring Chris Trice on 01 462 2851 or Lynda Lee on 01 462 7986 if you would like to attend just so we can make a note of the numbers.

We will be starting from the Grasshopper Inn, Moorehouse, Westerham on the A25 and we will finish at a similar establishment so food, drink and loos will be available both ends. Chris will be at the start from 12 o'clock onwards to hand out the sealed envelopes, however we would like all cars off by about 2 o'clock at the latest (sealed panic maps will be included for the hopelessley lost). We are being supported by 8 other areas as well as the TR Register and it is our intention to make this the best annual event for the Southern region. This we hope will also involve the local press. So if you fancy a leisurely drive through the beautiful south of England, be there on the day.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Not much to report this month. Well done to Tim for winning the quiz and welcome to Joc with 900 Dinky cars - don't forget the Dinky Concours at Donington, will, you Joc?!

The Committee still need volunteers to help at the Concours - just for an hour on the day would be fine. If interested please ring Tony or Janis on 021 353 9961.

Next meetings: Sunday 8th May, at the Belfry, National Concours at Donington
Saturday 14th May, Thursday 26th May, Old Gate, Heathton. See you!.

WORCESTER AREA NEWS, TREVOR BROTHERTON REPORTS:

This meeting was very well attended with 16 members coming and we sorted out our yearly events, they start in May;

May 14th - a convoy to Donington.

May 28th - Bell Tower rally, Evesham.

June 12th - Treasure Hunt.

July 24th - Bidford-on-Avon annual Concours.

September 11th - A visit to Avoncroft Museum.

For further details please phone me.

Anybody from the Area or on route to Donington needing a lift, please let me know, or any other area wishing to join along the way would be most welcome.

I hope we will be able to organise some more events other than these above, if anyone has any ideas please let me know.

Thanks to John Kipping for coming and bringing parts for one of our members, most kind. Everything seems to be running smoothly so we'll see you at the next meeting still on the last Tuesday of the month at the Coach and Horses, Harvington, Nr Evesham.

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.

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

BILL SUNDERLAND - EDITOR.

CAR MART CARS FOR SALE *** CARS FOR SALE *** CARS FOR SALE *** CARS FOR

GT6 MK111, 1972. Damson. Re-built engine and g/box. O/D. Re-upholstered. New carpets. Electronic ignition. Alarm. Bonnet locks. Stereo radio/cassette. C.B. Rear fog lights. New tyres. MOT and tax. £1,800. Contact: Adrian Farr, tel: Farnham (Surrey) 715781 after 6pm please.

Vitesse 2000cc MK11 Convertible, 1969. MOT January 1984. White paintwork, v.g.c. all round and well maintained. £5750.n.o. Contact: Mr G Smith, tel: Bradford (0274) 603273.

GT6 MK11, 1968. Red. Many, many new parts. Extras. Wide wheels. Taxed and MOT'd. V.g.c. Offers? Tel: Bournemouth 424238.

GT6 MK111. MOT 12 months. This car has recently been re-sprayed and is free of rust. Recon. sports six engine fitted - still running in. New clutch, diff. 15,000 miles ago. Sunroof. £1,500. Contact: R W Harvey, tel: Tadley 2785.

GT6 MK111. Late '73 model. Body tatty. MK1 engine and g/box. 5 good GPS (175/70). Good interior. Also 5 4 1/2 J Dunlop wheels. Car can be seen in Southend-on-Sea. First reasonable offer accepted. Contact: Julian, tel: (0565) 3435 for further details.

GT6 MK111, 1973 (M). Cloths and tints. Radio. Taxed and with full MOT. Good cond. throughout. Emerald Green. Owner leaving country hence £995 o.v.n.o. ALSO Herald Coupe, 1963; for spares at £15. Mechanics good, body rough. Contact: Mr. S Slomczynski, tel: Shrewsbury (0743) 860658.

Vitesse MK11 Saloon. White. Sunroof. Mechanical MOT failure. Too good to break. £200. Contact: Dave, tel: Letchworth 78971 (evenings).

GT6 MK11, J reg. Long MOT. V.g.c. £750. Contact: Jon Spencer, tel: Evesham (0386) 6559.

Two 2L Vitesse Convertibles - both MK11, 1970. One white, O/D, MOT Dec '83, taxed to Sept '83. One Saffron Yellow, MOT Jan '84, taxed Aug '83. Both in original super condition. Fastidiously maintained by Rolls Royce engineer; over £2,000 spent on mechanical rebuild work alone in past year; detailed bills and history available. This fine pair are faultless performers and are an appreciating asset at £4,250. Would split. Private sale. Contact: Kenneth Scowen, tel: Leatherhead (0372) 377292.

Herald 13/60 Convertible, June '70. Recond. engine, twin SU's, new rad and dist. Good bonnet. Rest of bodywork reasonable except doors. Requires cosmetics and some mechanical details to pass MOT. White. Too good to break. £100 o.v.n.o. Contact: Paul, tel: 01 542 6468 after 6pm.

Vitesse MK11 Saloon. Full SAH stage 2 modification. Engine balanced and tuftrided. Piranha, Kenlowe, oil cooler, extra front and rear anti-roll bars, Spax adjustables, sunroof etc., etc. £1,375 o.v.n.o. Full details contact: B D Barley, tel: (Tottenham) 01 808 9720.

Vitesse 11 Saloon, G reg. White, sunroof. Driveable but needs attention for MOT. Worth restoring. £100. Contact: D Martin, tel: 01 205 7011 (day).

Spitfire MK1. Pre seat belts! 1300 engine, new hood, uprated suspension with wide wheels and tyres. Diff. noisy but spare in boot. Slightly tatty but solid. MOT and taxed. £200. Contact: Paul, tel: High Wycombe 711727 (day).

13/60 Convertible, 1969. Red. New Leyalnd bonnet, door skins, sills, front and rear valances. Vitesse interior trim. 10,000 on recon. engine. SAH Sprint suspension. Straight through exhaust. Entered in Concours last year. Years MOT, taxed. £1100. Contact: C R Speaks, tel: Tetbury 52347.

Spitfire 1500 1975, 12 months MOT, new sills, clutch engine, rebuilt 1980. Left hand drive, tatty front wheel arches - £795 o.n.o. Contact: Paul Turnham, Tel: Tring 4954 (home) Cheddington 668422 (work).

GT6 MK 11, 1970. Excellent example. British Racing Green. Reconditioned gearbox, new radiator and alternator. Rebuilt throughout. Excellent runner, very reliable. Contact: Phil, Tel: (049169) 565.

Vitesse 2 litre, 1970 MK11 Convertible with overdrive. Completely rust free body and chassis. Numerous new/reconditioned mechanical parts fitted. Immaculate reliable car with many extras inc. radio. - £900. Tel: Aylesbury (0296) 641528.

GT6 MK111, 1972, Magenta, 9 months MOT, good condition, reliable. - £700 o.n.o. Tel: Kettering 760167.

Vitesse MK11 1969 Saloon, one lady owner. Sunroof overdrive, power brakes also Vitesse MK11 1970 Saloon, both used daily. Assessors reports and valuations available, offers over £550 each considered. Tel: 0625 524110 (Cheshire).

GT6 MK111. CFL 4K. Sunroof, MOT, taxed. Replaced bonnet and valances. Resprayed original Triumph Damson. New diff., alternator, tyres. Waxoyled body and chassis throughout. A lovely reliable car but house forces sale. £1,295. Contact: Mike, (0202) 745549.

GT6 MK11 1970. New MOT, British Racing Green. New sills and rebuilt floor. New clutch and exhaust. Rebuilt engine, good tyres. Body and interior needs tidying hence £475 o.n.o. Contact: Simon Lovett, Tel: Wokingham 787456.

GT6 1971, wire wheels. Good tyres and mechanics. Bought as restoration project, but needs too much work for me. Suitable ambitious restorer or spares. Sell complete £300 including bits and bobs. Contact: Brett, Tel: 01 514 3822.

Herald Coupe, Blue. Two seats, 1147cc registered March 1962, one owner/driver since new. MOT May 1983 but chassis poor condition, bodywork fair, engine runs well, tyres good. £75 or best offer. Tel: 01 946 8564.

Spitfire MK4, 1973 Coupe. Overdrive, Cibies, electronic ignition, new discs - £895. Marriage forces sale. Contact: Howard Thompson, Tel: (0223) 61188 (9 to 5).

Herald 948cc 1960. Completely original bodywork, excellent for year. A rare chance to restore what must be nearly the oldest Herald. Will pass MOT with minimum work. Offers and view, contact: Dave, (0327) 41840 anytime.

GT6 MK111, Nov. 1972, 74,000 miles. White, O/D, radio. Two owners, recon. gearbox, new clutch. 63,000 miles service history, MOT, good condition - £1,475. Contact: P R Clarke, Tel: 01 621 5544 day or 0992 463905 evenings.

Vitesse 2 litre, 1967. Red. 1 devoted owner from new. Kenlowe, CD ignition, radio, HRW ignition theft protection, bonnet lock, Witter towing bracket (used for dinghy) a good car! £850 o.n.o. Contact: Alan Yates, Tel: Ashurst 2658.

Bond Equipe, 1968 2 litre, 67,000 miles from new with two lady owners. Original green log book provided. All mechanics first class but some rust in bottom of doors and interior needs new carpets (provided). Used daily, long MOT till Dec. Any inspection invited, offers around £450. Tel: 077 833 637, evenings + w/ends.

GT6 MK1, 1968. White, recon. engine and gearbox. Needs slight tidying to finish. Contact: J P Oakeley, Tel: Sandhurst (Kent) 372.

Abandoned Vitesse rebuild. Engine and carbs. rebuilt, new clutch. Chassis needs outriggers, body good, drivers door needs re-skin, new battery, carpets, spares, trim. £350 o.n.o. Also Triumph 2.5 carb conversion, body needs work hence £150. Contact: Chalky Anderson, 121 Savage Rd., St Budeaux, Plymouth, Devon.

Vitesse MK11 2 litre Convertible. 1 year MOT, Royal Blue 1971. Enthusiastically maintained, regularly serviced - £950. Contact: Carl Belfield, Tel: Hassocks 2932.

Spitfire 1500 1978 (T). Pageant Blue, 33,000 miles. Hardtop (no soft-top). Overdrive. New battery, headlights, MOT - Jan. '83, good condition throughout. Offers around £1,700, prepared to haggle! Must go getting married! Contact: Dave Thomson Tel: (Inverurie, Scotland) 21655 (work).

Bond Equipe 2000cc, 1969, White, good condition, used daily. MOT until November, £350. Tel: Worksop (0909) 480673.

Herald 13/60 Convertible, 48,000 miles. Recent new gearbox, hood, exhaust, tyres. All except for doors and small hole by rear wheel arch. Selling genuine reason - £395 or £525 repaired/resprayed. Contact: G Ault, Tel: 0568 2789 also Vitesse 6 for £60.

Vitesse MK1, 1967, only 54,000 miles, taxed, MOT until November. Cactus green with red upholstery, radio included, very good condition throughout - £885.00 o.n.o. Contact: P D Bennett, Tel: 0532 743407, Mon-Fri after 5pm or anytime weekends.

Bond Equipe 1965, 1200cc in very good condition. Engine rebuilt completely about 12,000 miles ago (including reground crank). Reconditioned gearbox; good reliable car and has MOT. Also 2 complete Herald saloons, one is a runner and all it needs is a petrol tank fitting, the other a non-runner but complete. Price £500 or will split. Contact: M Hurford, Tel: Sutton Scotney 655.

GT6 MK111, 1972 in Pimento Red, very good condition. Recent new clutch, reconditioned gearbox. Two new 175X13 HR rear tyres. Extras include front spoiler, alarm, Sx2000 etc. Fine example must be seen. £1,500 o.n.o. Tel: 021 550 6761.

Vitesse MK1 2 litre, Red Convertible. Excellent condition - £1,000. Contact: Simon, Tel: Guildford 575719.

Bond Equipe GT 4S. 1971. Completely rebuilt and fitted Rover V8 Engine Auto Box and Rear Axle etc. Also Cobra Alloy wheels with Dunlop Sports. Only approx. 1200 miles since. Mallard Green with Black interior. £1,700. Tel: Berkswell (Nr Coventry) 32410 (evenings or weekends).

GT6 MK11. H reg. v.g.c. Green, O/D, radio, many new parts inc. tyres, exhaust, clutch, rear spring, shocks, carpets, servo, steering joints. MOT to Feb. '84. Taxed to Sept. '83 - £600. Contact: Paul, Tel: (0376) 61686 evenings or Colchester 210212 daytime.

Herald 1200 Saloon. MKV 78G. Very late model fitted with 13/60 bonnet (possibly original). 10 months MOT very good condition, resprayed Vermillion 2 years ago. Runs well, must be worth £300. Tel: 021 5012871 (view Oxfordshire).

GT6 MK111 1972 'K'. Red SUPERB BODYWORK 100 plus wheels (Turbo style), new tyres (185/175). Tax, MOT. 10,000 miles since engine rebuild. Head skimmed/flowed. SV carbs, electronic ignition, uprated gearbox, J type overdrive, quality radio/cassette, trip computer. Bills available, £1,795 o.n.o. Contact: Julian Blewbury, Tel: (0235) 850818.

Bond Equipe GT 1966. Twin carbs, tax, MOT. Black, very good condition, slightly customised many extras. £650 o.n.o. Contact: Chris Ward, Tel: 021 449 3616.

Herald, 1960, 948cc Grey. One owner from new. Genuine 42,718 miles only. Bodywork in excellent condition, but not driven for about 3 years. Garaged at Wembly. £300. Contact: D A Salmon, Tel: 0222 63964.

Vitesse 2 litre MK1 Convertible. Early model Oct. '66, chassis No. HC 368 CV. Recon. gearbox, rebuilt engine, new clutch, battery, 4 good steels, sound chassis and mechanics. MOT July. Used daily, runs well. Complete with most spares, inc. bonnet, doors, engine. Bodywork needs attention hence offers over £150. Contact: Richard Brown, Tel: Potton (Beds) 260596.

GT6 MK11. 32,000 miles on recon. engine. New prop. shaft, do-nuts, UJs. Chassis sound, interior very good, body reasonable. Requires time rather than money. Offers around £325. Contact: David Warden, Tel: 0422 60013 (Halifax).

GT6 MK1 1968. This car has been extensively rebuilt including a complete overhaul of the engine. 12,000 miles since rebuild. It was my intention to renew all panels which I have not got around to doing yet. These new panels include:- 2 new rear wings (metal), 2 new sills (metal), 2 new door skins (metal), 1 drivers side new front wing (metal), the centre panel of the bonnet new (metal), the front spoiler new (fibreglass). To finish off it needs the panels fitting and a good respray. My used spares include:- a complete front suspension i.e. wishbones etc. Mark 1 half shaft. A Mark 11 bonnet damaged LHS but has a brand new wing on drivers side. Steering column. I have several other spares. Contact: Keith Farrell, Tel: 0203 311935.

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

Aerodynamics roll bar - Vit Conv./Herald. Unused, £50. Contact: C.R. Speaks, tel: Tetbury 52347.

Used MK1 Vit parts: Wheel - almost new Radial tyre, good heavy duty battery (£34 new), headlamps, wiper arms, rear lenses, gear bush kit (new). Offers (cheap) invited for all parts. Contact: Ron, tel: 01 399 6038.

Space needed: Vitesse bonnet, needs welding, £20. Bootlid MK11, £10. Passenger door, £10. Rear dampers. Spring. Fuel tank. Side and rear windows. Inlet manifold (MK11). S/rack and column. Chassis; needs outriggers. Seats and frames. Contact: Charles Henderson., tel: Halifax 63791 (W.Yorks).

SCJ Autos: Breaking 13/60's, Vitesse 2000 MK1 and 11, 1600's, 1200's, Estates etc. Everything available, low prices; postal service; chassis re-built; MOT work; fitting service. Contact: Steve, tel: Weybridge 53577.

MK1 Spit recon. engine. Five wires, brand new tyres. Two O/D g/boxes. One prop. New Alleybar roll bar. New wing, sill, fibreglass bonnet, new hood. All other parts available. All must go! Cheap. Contact: Adam Rees, tel: Newport 854416.

Genuine Unipart Vitesse sills and front valance. Driver's door (no rust). Passenger door for re-skinning. Boot. More - job lot. Contact: Dave, tel: Letchworth 78971 (evenings).

Webber inlet manifolds for MK11 6 cyl (40 DCOE). Offers or exchange for the same but MK1 engine. Contact: Trevor, tel: Coventry 595036

1200 engine and g/box, runs well, £25. Estate tank, £7. Estate door (rear), £7. Herald/Vit tanks, £3. Dismantled 13/60 engine; needs shells, bores OK, £20. Herald/Vit sunroof, £5. Towbar, £2.50. Contact: Frank, tel: 01 272 6907 (ring before 8.30 am).

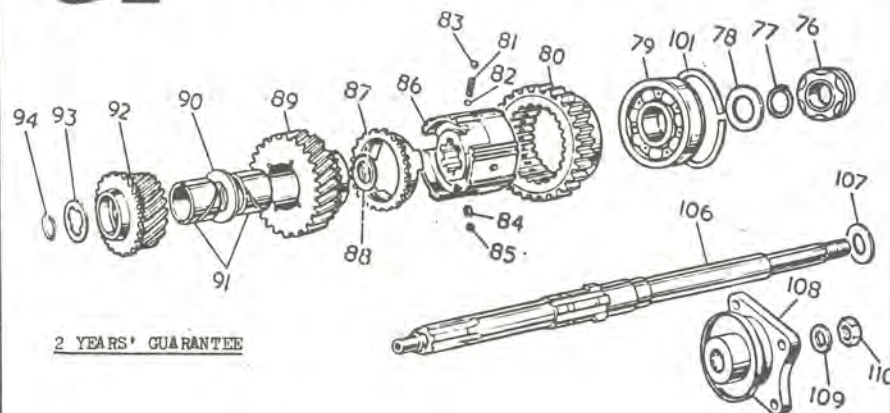
Spit MK1V g/box inc. bellhousing, £45. Prop, £15. Brake master cylinder, £10. All exc. cond. Contact: J Harland, tel: (0625) 828274 (day) or (0625) 526589 (evenings).

Herald/Vitesse owners LOOK! Cars broken constantly - all parts cheap. Two very good body shells, one immaculate with v.g. doors, £45 and £75. 13/60 chassis restorable, £20. Vit 1600 O/D restorable. Immaculate chassis, £70. Tel: Twickenham 01 892 3963.

Breaking Spit MK11. Most parts available except engine, prop and driveshafts and wheels. All parts cheap or free. Last ad. before it goes in the skip. Contact: John Cooper, tel: Kidlington 4984 (near Oxford).

Herald 13/60 new bonnet assys (575013), £125 each. Door skins, £18 each. Front cross tube assys., £5 each. All ex BL stock. Head gasket sets, £5 each. Virtually perfect body (front/rear section), £45. New Lucas headlamp rim £3. Contact: G F Lebbon, tel: B'ham 021 358 7448.

GT TRANSMISSIONS



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Artwork by Nick Halford

SPRING OFFERS FROM GT TRANSMISSIONS FOR THE MONTH OF MAY ONLY

ABSOLUTE GIVE AWAY - Spitfire 1500 O/D gearbox for conversion, inc. mounting plate. Brand new innards in box £100 exc.

SPECIAL PRICES on all 3 synchro gearboxes O/D or non. Herald 948 all alloy casing new gearset. Herald 1200/1360. Vitesse 6 1600 new gearsets, all fully rebuilt. Get rid of those grinding problems while you can, first come first served. £50 o.n.o. on all the above. Overdrive conversion £125. Clutch centering tools and gearbox spares available.

Normal prices on 2L units. Gearboxes O/D or non O/D £105 standard BL quality. 'Special quality' £135 with 2 year guarantee. Overdrive conversion £215, left hand drive available. Stocks of diff. ratios 4.55 4.11 3.89 3.63 3.27 5.3! conversions to J type overdrive available. Limited slip differential, ratio 3.89/3.63/3.89 new POA. S/H set of MK11 rear suspension £50 o.n.o.

CONVERSION MK11 suspension to bearings in bottom wishbones will not seize like the usual MK11 rear end. Grease points in each wishbone arm and small roller bearings. Get rid of those sticky old bushes and really glue your Vitesse/GT6 to the road. D & POA. Lowering plate for lowering rear end of car when using new springs £10. S/H pair of SPAX not very old. £20 o.n.o. Free catalogue with SAE. GT Transmissions where quality matters. 01 579 3649.

New BL Spares: Spit 1/11, GT6 1 front bumpers, £45. GT6 radiators, £50. Vit f/corner bumpers, £3. Spit 1500 door lock assys., £5. Air filter assys complete, £3. Rear wings, £28. Secondhand spares: Breaking 1970 GT6 MK11: V. good engine, £70. G/box, £40. 3.89 diff, £60. Hatch, £15. R/suspension assy, £17.50 each. Radiator, £35. PLUS breaking Herald Coupe 1963, Spit 111, 1V, GT6 1, 11, 111. Cheap postage/delivery. Contact: S Slomczynski, tel: Shrewsbury (0743) 860658.

Bonnet lock kits: Suit all models, £7 pair, inc. P&P. Spring lifting tools, £11.10 each inc. P&P. 1/43rd scale models of Vitesse, Herald and Spitfire - available at Donnington. Contact: Mark Knight, tel: Penn (049481) 5338.

Spitfire MK111 bonnet, needs tidying, major work done - £40 o.n.o. Contact: Alan, Tel: (0385) 889663.

Tonneau suitable for MK111? Spitfire - £10 (as new). Manual for MK4 1500 Spit. - £1.50 (new). Tel: Watford (0923) 29921.

Herald 13/60 new rear corner valances o/s only, ex Unipart and therefore drilled - not like the cheap copies only £10 + £2 carriage. I have plenty if you buy in bulk its cheaper! Also S/H rear body section (car) perfect condition - £30 o.n.o. S/H towing bracket assembly - £8. New Lucas headlamp rim - £3. Contact: Geoff Lebbon. Tel: 021 358 7448.

Hardtop white, fibreglass Vitesse/Herald, good condition H.R.W. fur lined, tinted back window - £90 or exchange for overdrive gearbox for Vitesse MK11. Contact: David Shuter, Tel: 021 449 1486.

Tonneau for 1500 Spitfire, Tel: Watford (0923) 29921.

Herald 1200/13/60 parts. Windscreens, saloon windows, seats, 1200 engine, boot lids, doors, chassis. Contact: Carl Belfield, Tel: Hassocks 2932.

New GT6 MK11 block and pistons - £100. Used crank and rods - £30. Carbs and manifold - £15. Standard wheels, tyres, trims, Vitesse 6 clutch, flywheel, incomplete MK1 2000 engine - £25. Moving, so all must go. Tel: Godalming 21416.

Vitesse MK11 spares. Many parts including engine in good running order, gearbox, headlights, exhaust, wheels, tyre, suspension, seat, plus many other parts. Tel: Longfield 4664 for further details.

Vitesse MK1 2 litre breaking for spares, Convertible. Virtually new hood, roll over bar, tow bar, bonnet reasonable. Tel: Weston (Herts) 505.

Spitfire MK1 breaking. Lost interest for renovation. All parts for sale. Contact: Peter Rose, Tel: Mannington (020639) 2870.

Breaking Vitesse MK11 2000, Vitesse MK1 2000, Vitesse MK1 1600, Herald 1200, Herald 13/60 Estate, Herald 13/60 Saloon, thousands of bits at reasonable prices. I can deliver locally. Contact: Steve Tel: Weybridge 53577 evenings or answerphone

Vitesse bonnet. Solid in nearly all respects but would benefit from slight attention to outer wheel arches. Complete with all fittings. £25 o.n.o. Tel: Loughborough (0509) 215502.

Big clearout. All parts for Vitesse MK1 2 litre, plus many spares. Also Herald parts available including rear body Convertible for conversion. Everything must go. Contact: Robin, Tel: Aylesbury 630368.

Two litre engine with new highlift camshaft, unused since rebuilt - £100. Also triple carb inlet manifolds brand new plus 4 Dellorto carbs - £90. Contact: C V Brown, 204 Uttoxeter Old Road, Derby.

Spitfire 1500 exhaust system (excluding manifold) brand new - £30. Recon. clutch master cylinder - £10. Also complete set rear suspension bushes (including trunnions) and front bottom shock absorber bushes - £5. Contact: Tim Wright, Tel: Melton Mowbray 69296.

Marlin still in kit form. Most parts available. Over £1,500 spent. Reasonable offers. Also 4 Cobra supaslots alloy wheels fitted with Grand Prix S tyres (all unused), fits Herald etc. £325. Tel: (09273) 76811.

Herald 13/60 1970 breaking. All parts available, good engine, gearbox, chassis, radiator, doors, bootlid, roof, steering rack, axle, propshaft, trim, dash, gauges, heater, dynamo, starter motor. All prices reasonable. Contact: Lee, Tel: Sibley 2942.

1 Vitesse 2 litre gearbox with bellhousing - £80. 1 pair of Red door trims good condition - £5. 1 Vitesse rear leaf spring - £10. 1 pair of rear dampers - £10. plus various other odds and ends. Contact: Richard Andrews, Tel: 01 540 7856.

Spitfire MK3 parts engine and gearbox with carbs etc. - £45. Chassis - £15. Axle - £10. Most other parts available cheap, phone: Smallfield 2306 (Surrey).

Herald 1200 chassis 1968, three new outriggers. Reasonable offers accepted. Contact: John Hopkins, Tel: 0443 613993 (Glamorgan).

Vitesse Convertible parts, new bonnet in primer - £140 o.n.o. (converted 13/60) Reskinned doors, new sills, rear quarters, new grill, rear overriders, rear body front section etc. Wheels, tyres, hood, tonneau, recon. rad. as new. Offers Tel: Blackpool, 0253 51463 or 52789.

MK11 Spitfire bonnet. Fibreglass painted Damson Red. Reason for sale - I cannot fit it on my car! Price £20. May require some work for fitting. Contact: Paul Dunn, Tel: Caterham 43680.

New, genuine Stanpart/Bl parts for all models. Parts catalogues for Spitfire 111/1V '73 on/1500. Workshop manuals for Vitesse 2 litre 1/11, GT6 1/11/111, Spitfire 1500. Handbooks for Vitesse 2 litre 1/11, GT6 1/11, Spitfire 1V/1500, Herald 13/60. Tonneau cover kits for Spitfire 1V/1500 - £45, Herald/Vitesse - £25. GT6 rear doors - £8.50, Vitesse 2 litre 11/GT6 11/111 inlet manifolds - £8, exhaust manifolds - £35, oil pumps - £35. Most engine parts available for all models. Contrary to rumours the overdrive mounting platform is definitely NOT obtainable from BL, but the rubber mounting is, and I've got plenty at £7.50 for all GT6/Vitesse 2 litre 1/11, overdrive unit, Vitesse 2litre 1/11, GT6, Spit. 1V, - £95. Most gearbox parts available for all models. Most suspension, steering, brake parts, electrics, body panels etc. etc. Send for list, stating model and specific requirements, to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire. Tel: Chesterfield 71036.

Breaking GT6 MK111 accident damaged. Most Vitesse 2 litre parts available including good Convertible bulkhead, also 13/60 good black front seats, suspensions, dashboard and instruments. Lastly speedo, fuel and temp. gauges (white dial faces) Also Vitesse 1600 diff. for sale. Contact Dave Jones, Tel: 01 952 0815.

GT6 MK111 parts for sale. Engine and ancillaries, rear tailgate, instrumentation, petrol tank, calipers, numerous interior, exterior trimmings. Tel: Hemel Hempstead 45511.

1971 Vitesse Saloon O/D, breaking for spares all parts available except diff. Contact: Rob Jenner, Tel: Warwick 490558.

Last chance breaking Vitesse MK1 2 litre: diff., rad. and tank gone! Many good parts left inc. engine, gearbox, any parts left by mid May will be scrapped. Tel: Cheddington (0296) 668664 (Aylesbury/Leighton Buzzard). Delivery considered between home/Stockport.

Original Vitesse steering wheel good condition - £7. Some other parts. Tel: 0548 561577.

Breaking Spitfire MK11. Most parts available in good condition inc. engine, suspension, prop etc. (bonnet, doors and bootlid all reasonable - some rust but easily filled). Any offers considered. Contact: Tim Ralph, Tel: Crawley-27833 est. 303.

Set of 5 wire wheels with adaptors, spinners etc., £60. Set of 5 Spitfire MK1V wheels with tyres, £35. Herald/Vitesse front side/flasher light units, £5. Contact: Dhvid Apps tel: Haverhill (0440) 61178.

Ashley hardtop for MK11 Spit. V. G. C. but must go. Offers? Contact: J T Yeomans, tel: 0543 481280 (Tamworth).

Spitfire MK111 metal bonnet, boot, seats, rad., steering and suspension, screen, tank, wiring loom. All sound and perfectly useable. Contact: B A Fahey, tel: Buckingham 816970.

New Parts: Genuine Stanpart/BL only: Herald 1200 and 12/50 Estate/Courier - 2 only O/S gear wing panels (see Chris Longhurst's article - Dec Courier) pt no. 902194 - £35 each. One only chromed (outer) headlamp rim, £6 inc. carriage. GT6 MK111/Spit MK1V - one only O/S rear wing panel pt. no. 815266, £45. GT6 MK11 (Spit?) - one pair only (N/S and O/S) rear wing panels pt. nos. 576408 and 576409, £40 each or £75 for the pair. All wing panels sent by Securicor, £10 per panel. Herald cyl head gaskets (pt. nos. GEG 313 and GEG 314) £3.25 each + 25p P&P. Clutch slave cyl kits for Vit 1962 - 1966, £1.25 each. Rear wheel cyl kit for GT6 MK111, £1.25. Brake master cyl kit for GT6 MK1 or Vit MK11, 1968 on, £1.05 P&P extra. Cheques etc to be sent before goods despatched please. Enquiries please to Nick Bradbury, tel: 0278 662698 after 6.30pm weekdays anytime weekends. Secondhand spares: GT6 MK11: 2 rear doors, complete with HRW, locking handles etc., £25 each. 2 front windscreens, one with rubber surround, £5 each. One good rad., no leaks, £25. One reverse rear light unit complete with lenses/blubs, £8.

Wanted GT6 MK111 bonnet, good condition at reasonable price. Contact Dave Walker, Tel: Malvern 3904 or 67561.

Wanted front and rear badges for GT6 MK11. Tel: Halifax 205406 after 5pm.

WANTED Herald Convertible 13/60, reasonable to good condition. Have Herald Est. exchange if necessary, offers to Horwich 747814.

Wanted: Estate rear body section plus Vitesse MK11 boot ally lock plate. Contact: Dave Jones, Tel: 01 952 0815.

CLUB DIRECTORY 1983

AREA	AREA ORGANISER(S)	TEL No.	VENUE	MEETING DAY
ANGLIA	Barry Newitt	0223-841407	Coach & Horses Trumpington	1st Thursday
AVON	James Sturgeon	0272-568170	Wheatsheaf Winterbourne	1st Monday 3rd Wednesday
CORNWALL	Richard Cunningham	0872-78549	Various	Last Friday
COTSWOLD	Sue Ind	0285-61137	White Horse	3rd Tuesday
DERBYSHIRE	K. Singleton/K. Green	0246-68941	Elm Tree	1st Wednesday
DEVON	Stan Walters	0752-700555	Heath Village Dartmouth Inn Totnes	Last Sunday
EAST BERKS.	John Reed	0628-33365	Uncle Toms Cabin	2nd Wednesday
ESSEX	Barry Thurgood	0279-812675	Cookham Dean Dukes Head	2nd Sunday
GLOUCESTER	Richard Flower	0242-510145	Little Burstead	
HANTS & SURRY	Tony Beale	04862-68838	Golden Hart	Last Tuesday
HEREFORDSHIRE	Jim Rickards		Nr, Birdlip	
HERTS NORTH	Kevin Walker	0462-55949	Royal Oak	2nd Wednesday
HERTS SOUTH	Jeremy Hurst	0707-57156	Pirbright	
KENT	Martin Radford	0322-21056	Green Dragon	1st Wednesday
			Bishops Frome	
			The Red Lion	1st Monday
			Offley	
			Coach & Horses	Last Wed.
			Newgate Village	
			Cock House Inn	2nd Monday
			Delting	

KENT WEST	Lynda Lee		The Grasshopper	3rd Tuesday
LEICESTER	Ian McKeggie	0858-63934	Westerham	
MANCHESTER	Andrew Head	061-427-1378	The Cock Inn	Last Thursday
MILTON KEYNES	Geoff King	0908-315025	Arnesby	
NORFOLK	Phil Hudson	0953-60488	The Bulls Head	3rd Thursday
NORTH EAST	Tony Lambert	0632-562577	Halebarns	
NORTH LONDON	Steve Willis	0707-51769	The Fountain	3rd/Wed/1st Sunday
NTH MIDLANDS	Don Halliday	0889-881566	Loughton	2nd Monday
NTH IRELAND	Andy Scorgie	0265-822826	Kings Head	
NOTTINGHAM	Geoff Fletcher	060 76 66147	Hethersett	
OXFORD	John Cudmore	099 389 555	The Holystone	1st Monday
RIBBLE AREA	Chris Gardner	0772-54469	Shiremoor	
RUGBY	Andy Jones	0203-452541	Old Hall Tavern	Various
SALISBURY	Hugh Davies	0908-23517	Chingford	
SCOTLAND	Nigel Waddell	041-427-4340	The Three Crowns	3rd Thursday
SCOTLAND SOUTH EAST	Kenneth Archibald	031-334-0148	Stone	
SOUTH EAST	Alan Cooper	0383-823980	Various	1st Saturday
SHETLAND	Michael Thomas	095-02-286	Redgate Lodge	2nd Wednesday
SOMERSET	Nick Bradbury	0278-662698	Castle Donington	
SOUTHERN	Tony Farby	0329-232605	The Grapes	2nd Wednesday
SUSSEX	Colin Harrison	0444-413607	Yarnton	
THAMES	Leon Guyot	01-947-7659	The Anchor Hotel	2nd Monday
TRENT	Mike Costigan	0636-814050	Esprick	
WALES NORTH	Mike Stewart	0270-625322	Fox & Hounds	2nd Monday
WALES SOUTH	Tim Davies	0656-863426	Claycoton	
WESSEX	Kevin Minns	0202-602152	Greyfisher	1st Thursday
WEST MIDLANDS	Tony & Janis Spicer	021-353-9961	Salisbury	
WORCESTER	Trevor Brotherton	0386-6547	Beech Tree Inn	2nd Wednesday
YORKSHIRE STH	Chris Stabler	0302-743579	Dumgoyne	
YORKSHIRE NTH	John Genders	075 92 4367	Post House	2nd Sunday
YORKSHIRE WEST	Nigel Weedon	0484-844682	Edinburgh	1pm
			Lerwick Hotel	1st Sunday
			The Rising Sun	Last Thursday
			Knapp	
			The Good Intent	1st Tuesday
			Horndean	
			The Five Bells	3rd Sunday
			Chailey	
			The Winning Post	Alternate
			Whitton	Thursdays
			The Fox	1st Thursday
			Kelham	
			Various	Various
			Castell Mynach Pub	1st Wednesday
			Llantrisant	
			The Skittlers	2nd Tuesday
			Broadstone	
			Various	1st week of month
			Coach & Horses	Last Tuesday
			Harvington	
			Oakville Hotel	1st Wednesday
			South Milford	
			Oakville Hotel	1st Wednesday
			South Milford	
			White Bear	1st Tuesday
			Norwood Green	