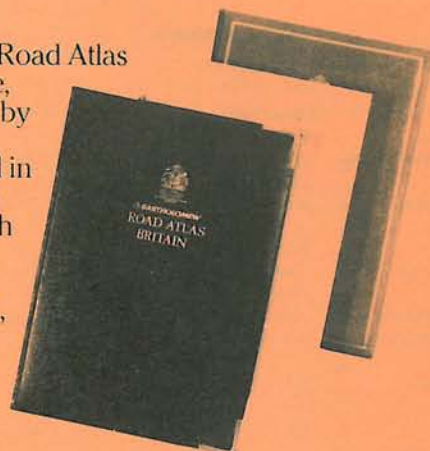


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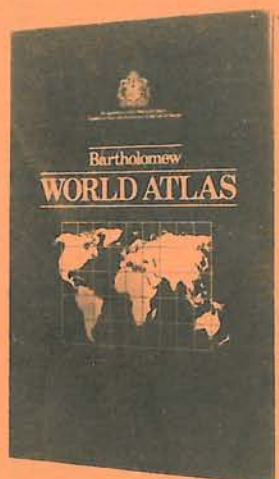
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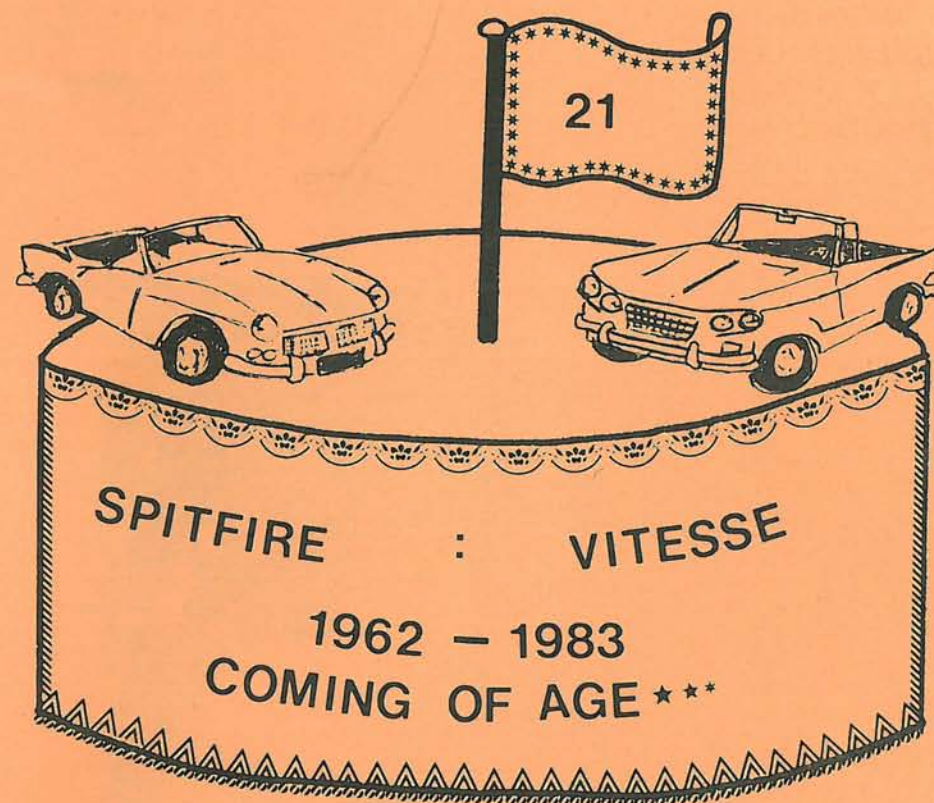


THE COURIER

the monthly news publication of the
Triumph Sports Six Club



JANUARY 1983 No. 31



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DAVID BAYLISS Southwood Ave. aphill, Woking, Surrey.	RICHARD BRUFORD Address/Area Liaison	CHRIS LONGHURST Address/Int. Herald Sec.	BRIAN WATERS 91 Elmwood Cresc. Luton, Beds. Tel. Luton 25366
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M. GRIFFITHS Competition Secretary Hilclimbing-Sprinting	D. BAYLISS Circuit Racing Bogey Times	E. EVANS 24 Hour Racing	

Editorial

Happy New Year friends, 1983 looks as though the TSSC will move forward into a new era, one which will give us as a Club even more memories.

It was 21 years since the Spitfire and Vitesse were launched, and 1983 will carry that theme for the Club. The new era comes with the TSSC staging its first international event in Holland, in conjunction with STIR VIII with the birthday cars going in full birthday regalia, (read John Cudmore's news in What's on Next).

Once again as our membership settles down after renewals, the signs look excellent for our continued growth in 1983.

A new service has been proposed by Geoff King and Julie Green of the Milton Keynes Area, re. TSSC Self Help Scheme, of which I hope we can get off the ground. The intention is for members to help members in need, i.e. breakdowns, local advice, etc., please read their proposal in this issue and come forward if you can give assistance. Other clubs run this scheme and it works.

NB. - I am sure many of us have been in the situation of a breakdown miles from home, wishing there had been a local phone No. to ring.

Finally, thanks for the Christmas cards from various members hope to see many of you in 1983.

1982 A.G.M. LEICESTER



Intro

When this copy reaches you, Christmas will have passed and you will be reflecting on 1982 and looking forward to 1983. Some of you will still be celebrating the new year, some of you with sore heads will wish you hadn't. As far as the Club goes, I see 1983 as a very important year. Firstly there is the Spitfire and Vitesse celebrations, secondly there is a firm possibility that our membership will grow beyond 4,500 making us the biggest TRIUMPH club in the world, and thirdly I anticipate a fuller calendar of National and local events than ever before.

Now is the time to plan, to discuss and formulate your ideas. Once you have fixed dates for your events, National or Local, please let Jonty Wild know so a full calendar can be prepared by March at the very latest.

Let me wish you all a very happy and prosperous new year.

CHRISTMAS WEEKEND

Full details appeared in last month's Courier. If you telephone me immediately on receipt of this issue I just might be able to fit you in. Please support this event if you can.

TITBIT

Whilst browsing through some old Motor Sports recently I came across the following. I am sure Mr Boddy will not object to me reprinting this small piece from the Sept. 1959 edition.

"A NOTE FOR STIRLING MOSS FANS"

"Stirling Moss was recently fined for crossing from one lane to another in the Mersey Tunnel when driving away from Aintree after the British Grand Prix. The action was taken as the result of information lodged by a fellow motorist. It is interesting to note that the Mersey Tunnel authorities are prepared to act on such information whereas when a case of genuine dangerous driving is reported to the police they invariably take a disinterested attitude and tell the informer that it is up to him or her to bring civil action.

Reverting to Moss and the Mersey Tunnel, it is amusing to find that the person who so readily informed against him stated that Britain's most popular racing driver was at the wheel of a powerful sports car.

In fact Moss was driving a TRIUMPH HERALD".

Talking of TRIUMPH HERALDS, I have just bought a 1964 1200 Saloon in Cactus Green. Its registration is 722 TDV and it has covered a genuine 75,000 miles from new, being in the hands of its last and 2nd owner some 13 years. She was 85 and decided to give up motoring. I am absolutely delighted with the car, as is Pam. That reminds me, I must submit a new International Vehicle Register form to Chris the Herald Secretary. I hope you all are also remembering to submit your forms, as the registers are a very important part of the Clubs role in protecting the cars histories.

YSSC - USA

Many thanks to Dave Eaton of Washington USA for his letter in the December Courier. If you can help foster the USA member and keep us regularly informed on events your side of the pond so much the better. We look forward to hearing from you and for that matter from any overseas member via "THE COURIER". We were also pleased to hear from V Nieminen and G Van Der Krogh last month. Truly International.

MARQUE SECRETARIES

We regularly hear from certain quarters but it would be nice to have an up date occasionally from the Amphicar and Bond register secretaries. It would be nice if sometime in the new year after the final renewals, all the register secretaries could provide us with a full breakdown of the cars and models registered in the Club. Any takers?.

Continued on Page 42

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Address _____		Legal Defence _____		If YES details							
Postcode _____		Windscreen £50 <input type="checkbox"/> £100 <input type="checkbox"/> Unlimited <input type="checkbox"/>		<table border="1"> <tr> <th>Dates</th> <th>Offence</th> <th>Fines</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>		Dates	Offence	Fines			
Dates	Offence	Fines									
Tel No _____		Present Insurer _____		Disabilities YES/NO _____							
Date of Birth _____		Present Policy expires on _____		If YES details							
Occupation _____		No. of years no claims bonus _____									
Are you a holder of a Provisional or Full British Licence? _____		Renewal premium this year: £ _____									
For how long? _____		Drivers other than yourself who will drive your vehicle:									
Make & Model of Vehicle _____		Name _____ Date of Birth _____ Type of Licence _____									
Year of manufacture _____		1 _____									
Engine Capacity cc Value £ _____		2 _____									
Approx. Annual Mileage _____		Occupation 1 _____									
Is vehicle kept in locked garage? YES/NO _____		Occupation 2 _____									
If NO: Parked on road/off road _____		Any accidents in last 3 years? YES/NO _____									
Comprehensive/TPF&T/Third Party only _____		If YES, when? (Dates) _____									
Insured only/Insurer & Spouse/Named Driver _____		Circumstances _____									
Social, domestic & pleasure only <input type="checkbox"/>		Costs _____									
Social, domestic, pleasure & business <input type="checkbox"/>											
Details of business use _____											

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WHAT'S ON NEXT

S.T.I.R. 8 - ARNHEM, HOLLAND - 27 - 30 MAY 1983, WHITSUN WEEKEND

Well, have you put this date in your new diary yet? Have you checked to see if your passport has expired yet? Don't leave it until the last minute or you may miss the boat and a weekend to remember!

Preparations are in hand for special ferry arrangements with Sealink from Dover to Ostende on Friday 27th May, departing 0400, 0700 and 1000hrs. Fare of £58 return for your car, driver and one passenger. Extra passengers at £12 return with children under 14 at £6 return and children under 4, free.

Caravans and trailers at normal extra prices. These prices are firm for 1983 but your return trip must be made within 7 days of departure.

Our hosts will be Club Triumph, who will meet us at Ostende, we believe, and then escort us to Arnhem, where there will be camping facilities, caravan sites, hotels - large and small. Prices will follow in due course. We hope also to meet with The Triumph Spitfire Club, who have their HQ in Arnhem.

As part of our 21st Spitfire/Vitesse Birthday celebrations, we want to decorate all cars that participate with door/boot stickers, which have been specially designed for the occasion. These will be 16" square white plastic, with blue/green printing, will NOT damage paintwork and with care, will be re-usable for other events through 1983.



OR

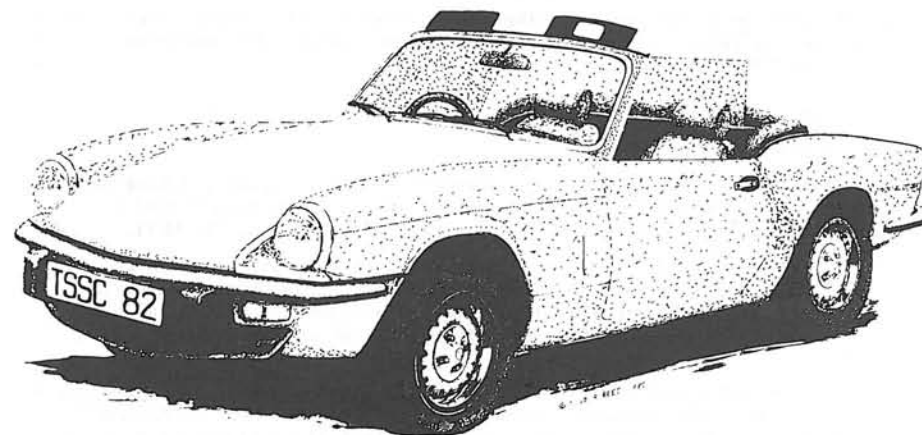


These will be available at £1.00 each (inc. VAT) in the New Year from John Cudmore, 'Up Country', High Street, Stonesfield, Oxford - stating number and model required (with SAE). Cheques payable to TSSC Ltd.

The maps you will need for the trip are Michelin nos. 1,2, and 6 at around 90p each and if it is your first time to Holland, try a small book in Letts Holiday Guide series - 'Letts Guide to Holland' at £1.25. It is a charming country and you will have NO language problem as children learn English as a compulsory subject at school. WATCH THIS SPACE FOR FURTHER DETAILS.

HAPPY BIRTHDAY. 21 YEARS OF SUCCESS. To commemorate the coming of age of the Spitfire and Vitesse, the Leicester Area will hold a NATIONAL BONANZA. What will happen? Saturday 6th August and Sunday 7th it will all happen. Saturday - Spitfire/Vitesse concours original, working class and modified. All comers concours. Driving competition. Various other competitions. Spares stands. Regalia. Bring and buy. Famous names. Famous cars. Plus - Saturday night. Eat drink and be merry, don't drive, bed and breakfast available. Sunday - Treasure Hunt plus, finish at a good pub for lunch. Break up 3pm. If you like good fun, you can't miss this.

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When ordering please state the registration number required and whether the vehicle is a Mark IV or 1500.

The total price including postage and packing is £15.95.

Make cheques payable to "C.R. Reed" Please allow 28 days for delivery. "Spitfire Prints", 84, Barley Mill Road, Consett, Co. Durham DH8 8JR.

Future limited edition prints will include: Vitesse, GT6 and Herald.

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My business is building glass fibre boats and commercial products. I am setting up a mould to manufacture G.R.P. 13/60 bonnets with a Vitesse bonnet and front valance to follow. This project was prompted by seeing a 13/60 bonnet made by a mainland firm which, even being charitable, was pathetic.

The bonnets will be manufactured to the marine boat specification. Initially anyone in Ireland interested should contact me on:- Larne 5656, business hours or Larne 77573 after hours.

Fred Crampton

LETTER FROM TIM FRENZEL, GWENT:

Desperate situations cry for desperate measures. Since February, I have been one of Maggie's over-3-million-strong army and have recently been forced to join the infantry because funds ran out to enable me to run by GT6 MK11.

In spite of numerous job applications and several interviews, I have been unable to find a decent job that enables me not only to pay my mortgage (for the house, not car!) but also allows me the pleasure of driving my car, instead of looking at it propped up on axle stands. Of course I am NOT going to sell it.

Is there someone out there amongst our readership who can do with an experienced Export Manager, with considerable overseas experience and fluent in German? I've tried all avenues (on foot) and my last first-class stamp I can afford goes onto the envelope of this letter. SOMEONE OUT THERE, PLEASE HELP ME KEEP MY GT6 RUNNING AND OFFER ME A JOB! So, if any reader has a requirement for an export-orientated manager, who is also trained in Systems Analysis, send me a stamped addressed envelope and I can forward my CV without delay.

Alternatively, is anybody interested in starting a company in South Wales, with the TSSC and Club cars in mind? My idea is to start a Triumph spares service here to cater for the large number of Spitfires, Vitesse and GT6's in South Wales, so that they have a local firm catering for them, the nearest place for TSSC spares as far as I can see is in Redditch, so there should be a good market for it in South Wales. I'd be delighted to hear from anyone who wants to join me in this venture.

Congratulations to our Area Organiser, Tim Davis, for winning the recruitment drive competition and all in the South Wales area who helped!

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Reg: 160 584 England

TO THE MEMBERS OF TRIUMPH SPORTS SIX CLUB LIMITED

We have audited the financial statements. Our audit was conducted in accordance with approved Auditing Standards having regard to the matters referred to in the following paragraphs.

We did not attend a physical count of Stock on Hand and have accepted the Certificate of the Directors as to the quantity and value thereof.

Subject to the foregoing assurances, in our opinion, the financial statements, which have been prepared under the historical cost convention, give a true and fair view of the state of the Company's affairs at 31st August 1982 and of its profit and source and application of funds of the year then ended, and comply with the Companies Acts 1948 to 1981 in so far as the provisions of the Acts apply to these financial statements.

4 Carver Street
SHEFFIELD S1 4FS

HAYWOOD & CO.,
Chartered Accountants
16th November 1982

STATEMENT OF SOURCES AND APPLICATIONS OF FUNDS FOR THE YEAR ENDED 31ST AUGUST 1982

<u>1981 SOURCES</u>		
(2032)	Profit (Loss) for the year	3869
410	Add Depreciation	479
(1622)		4348
<u>APPLICATIONS</u>		
-	Purchase of Fixed Assets	679
17	Corporation Tax paid	-
<u>Working Capital</u>		
571	Increase in Stocks	1947
(1000)	Increase (Decrease) in Debtors	575
(102)	(Increase) Decrease in Subscriptions in Advance	1664
(132)	(Increase) in Creditors	(1186)
(663)		3000
(646)		3679
(976)	Increase (Decrease) in Bank and Cash Balances	669
(1622)		4348

TRIUMPH SPORTS SIX CLUB INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDED
31ST AUGUST 1982

Period From
1.1.81 to
31.8.81

		£.p
7828	<u>INCOME</u> Subscriptions	26432.57
1446	Sale of Badges and Clothing	1908.04
2671	Stock at 31st August 1982	2818.00
4117		4726.04
2276	<u>Less</u> Purchases	2160.25
2100	Stock at 31st August 1981	2671.00
4376		4831.25
(259)		(105.21)
	Sale of Motor Spares	4107.43
	Stock at 31st August 1982	1800.00
		5907.43
	<u>Less</u> Purchases	4187.02
	Motor Spares Department Expenses	388.05
		4575.07
-		1332.36
700	Advertising	1436.35
-	Building Society Interest Received	226.69
-	<u>Less</u> Corporation Tax thereon	32.39
-		194.30
8269		29290.37
	<u>EXPENDITURE</u>	
191	Advertising	430.80
1358	Printing, Postage and Stationery	2716.76
7610	News Letter	18620.71
-	Secretarial Assistance	1461.90
80	Motor and Travelling Expenses	196.34
155	Events	342.70
22	Rent	26.01
194	Competitions	102.38
143	Formation Expenses	-.-
20	RAC Affiliation Expenses	20.00
2	Bank Interest	-.-
115	Audit Fee	550.00
1	Sundry Expenses	312.10
-	Repairs and Renewals	161.90
410	Depreciation	479.00
10301		25420.60
(2032)	<u>EXCESS OF INCOME OVER EXPENDITURE FOR THE YEAR</u>	3869.77
-	Balance on Income and Expenditure Account brought forward (2032.00)	
(2032)	<u>Balance carried forward</u>	1837.77

TRIUMPH SPORTS SIX CLUB LIMITED
BALANCE SHEET AS AT 31ST AUGUST 1982

AT 31.8.81		£.p
	<u>MEMBERS' FUNDS</u>	
5979	General Reserve	5978.52
(2032)	Income and Expenditure Account	1837.77
3947		7816.29
	represented by:-	
	<u>FIXED ASSETS</u>	<u>COST</u> <u>ACCUMULATED DEPRECIATION</u>
-	Triumph Herald - JDX 884	120.00 30.00 90.00
430	Typewriter	574.00 251.00 323.00
809	Addressing Machine	1074.68 467.68 607.00
-	Franking Machine	559.00 140.00 419.00
1239		2327.68 888.68 1439.00
	<u>CURRENT ASSETS</u>	
2671	Stock of Clothing and Badges	2818.00
-	Stock of Motor Spares	1800.00
-	Sundry Debtors and Prepayments	575.00
472	Cash at Building Socioety	4273.30
-	Cash in Hand	100.00
2199	Cash at Bank	0.47
5342		9566.77
	<u>CURRENT LIABILITIES</u>	
2502	Subscriptions in Advance	837.50
132	Sundry Creditors	1318.14
-	Bank Account Overdrawn	1033.84
2634		3189.48
2708	<u>NET CURRENT ASSETS</u>	6377.29
3947		7816.29
	<u>ON BEHALF OF THE BOARD</u>	
	M. Maudsley	
	G. Ridgewell	
	<u>DIRECTORS</u>	

1. PRINCIPAL ACTIVITIES

The Company is limited by guarantee and exists to promote interest in and develop technical skills concerning the Triumph Motor Car.

2. ACCOUNTS

The Balance Sheet as at the 31st August 1982 and the Profit and Loss Account and Statement of Sources and Applications of Funds for the year ended on that date are stated. The Directors consider that the state of the Company's affairs is satisfactory.

3. DIRECTORS

The following Directors of the Company held office during the year ended 31st August 1982 and, except where indicated, are the present Directors of the Company.

Mr. D. Bayliss
Mr. J. Cudmore
Mr. R. Drew
Mr. E. Evans
Mr. J. Griffiths
Mr. J. Kipping (appointed March 1982)
Mr. M. Long
Mr. M. Maudsley
Mr. B. Notley
Mr. G. Ridgewell (appointed March 1982)
Mr. C. Squibbs
Mr. J. Wild
Mr. M. Hancock (resigned November 1981)

Mr. J. Griffiths, Mr. B. Notley and Mr. J. Cudmore retire by rotation and offer themselves for re-election. Mr. G. Ridgewell and Mr. J. Kipping having been appointed by the Board during the year, offer themselves for re-election.

4. AUDITORS

Messrs. Haywood & Co. Chartered Accountants, have indicated their willingness to continue in office. In accordance with the provisions of the Companies Act 1976 they offer themselves for re-election.

BY ORDER OF THE BOARD

B. Notley

16th November 1982

SECRETARY

1. ACCOUNTING POLICIES

- i) The Accounts are prepared under the historic cost convention.
- ii) Depreciation has been charged at 25% per annum on the reducing balance on all Fixed Assets.
- iii) All Stocks held at the 31st August 1982 have been valued at cost by a Director or an Official of the Club.
- iv) The Triumph Herald Motor Car shown on the accounts was a gift to the Club. During the year £120 was spent on renovating this vehicle.

2. DIRECTORS' EMOLUMENTS

No payment to Directors have been made during the year for services to the Company.

3. TAXATION

The Company is not liable to Corporation Tax on subscription income and other profits arising from dealings with its members.

It is liable to Corporation Tax on investment income and the amount charged in the Accounts is that due on building society interest received during the year after allowing for Income Tax paid by the building society.

4. ANALYSIS OF EVENTS

Concours - Expenditure	300.52	
Less Income	(404.19)	
		(103.67)
Stoneleigh - Expenditure	281.40	
Less Income	(185.68)	
		95.72
Miscellaneous Events - Expenditure	413.28	
Less Income	(63.63)	
		350.65
NET EXCESS OF EXPENDITURE OVER INCOME		342.70

5. ANALYSIS OF SUNDRY EXPENSES

Annual General Meeting Expenses	45.00
Old Magazines	50.00
Filing Fee	20.00
Subscription - Combined One Made for Club	9.20
Films	17.90
Display Tent	150.00
Repayment of Spares Fund	10.00
Letter Seals	25.00
VAT adjustment on Audit Fee	(15.00)
	312.10

Technical Questions and Answers

TECHNICAL TIPS FROM EDDIE EVANS:

Flooding Carburettors:

The problem I am having with my 1971 GT6 MK111 concerns fuel/carbs. The rear carb. seems to flood making the car impossible to start on two occasions. Petrol could be seen dripping quite quickly from the bottom of the air cleaner. After removing the air cleaner and wiping up the petrol, it started. Petrol just seems to lie in the air intake - is this correct? The carbs. are standard 150 CD Strombergs.

I took the tops off and checked the diaphragms and centering of the needles, but as this still occurs, does it mean sticking floats, or will a carb. overhaul kit cure the problem? By the way, the mileage reads 57,400 (R Johnson).

Reply:

There should not be any petrol lying in the carburettor air intake, and there are two possible causes of this problem:

1. The floats in the float chamber may be punctured, in which case you will hear petrol swishing about inside if you shake them close to your ear. In fact the float may be visibly split. Also, the floats may be incorrectly adjusted, in that the metal tab is not shutting the needle valve fully when the float chamber is full of fuel. If so, just bend the tab up a little further.
2. The needle valve (which stops fuel being supplied to the carb once the float chamber is full) may be jammed open, or leaking. To test this, hold the needle valve up in the shut position with a finger, and lean over the engine and operate the manual lever on the fuel pump. If petrol comes through with the valve shut, then it should be replaced.

Either of these faults will produce the symptoms to describe as fuel will enter the carburettor barrel under pressure of the fuel pump instead of being sucked in by engine vacuum.

Scored Bores:

I am building up a spare engine for my MK11 Spitfire from bits and pieces and am about to assemble it. The problem is that the block has some score marks on two of the cylinders. Will this be OK to use or must I have it re-bored? (B Kipping)

Reply:

Any scoring of the bore should be repaired but the type of repair depends on how deep the scoring is. If the damage is slight, it may be possible to remove it by honing. Otherwise, anything up to .030" deep can be removed by re-boring.. In either case, new pistons and rings will need to be fitted. It would be advisable to show the block to a good garage and ask their opinion having seen the scoring for themselves.

Oily Vitesse:

Can you tell me if it is possible to remove the sump on my MK11 Vitesse with the engine etc. in place? My engine has an oily leak and I suspect the sump gasket. (D Penning).

Reply:

Yes, the sump can be dropped with everything in place but it is necessary to release the engine mountings and lift the front of the engine slightly to clear the steering rack. I would recommend you to degrease the engine and gearbox a few days before you do the job. Just to confirm that the oil isn't coming from somewhere else. Keep an eye on the heater valve and pipework when lifting the engine to avoid damage and tighten the sump bolts evenly.

GT6 ENGINE SWOP:

You mentioned in the last Courier that most of us know that the engines from the big Triumph Saloons, fit into Club cars. This may be so with the MK2's but the MK1 Saloon crankshaft is an inch or so longer than that of our Club cars. I didn't know this when I saw an SAH stage 2, MK1 Saloon engine advertised at a reasonable price. I wanted stage 2 and the bottom end of my MK11 GT6 had just fallen out.

I didn't just buy it hoping it would fit straight in, I phoned around many places and no-one could see why it wouldn't fit. Getting the SAH extractor manifolds thrown in was a bonus, I thought - not realising they wouldn't fit the GT6 - a new set cost me £93.

With both engines out, I could see the differences. Both the plates are different, thought I have left the front one, not wishing to disturb the timing cover etc., and it doesn't obstruct anything. I noticed the extra crankshaft length immediately.

I fitted the GT6 flywheel and clutch and hoped - but the bellhousing remained $\frac{1}{2}$ " away from the end plate. So this combination wouldn't work. There were obvious differences in the Saloon and GT6 flywheels apart from the weight. The 'throw' of the GT6 is much greater. Reluctantly I put the Saloon flywheel on and clutch (the Saloon clutch must be used as the position of the dowels is different) and this seemed to fit - just. Next, a road test and - oh dear! The clutch works but only just and it slips something awful. I was pleased in a way, as to have that extra weight on the flywheel in a stage 2 engine isn't very satisfactory.

Getting a little tired of lifting the engine by now, so it was time to get the gearbox out as well, lay it all down on the garage floor and think. Eureka! I need to push the bellhousing back in the car with respect to the crankshaft - a spacer between the end plate and the engine that would also keep out the rain - yes, another end plate. I found one the following day in a scrap yard five cars up. It worked, so back in with the engine etc. and road test. Yes, a very good clutch but the starter motor was engaged all the time. A quick talk with Lucas revealed that all starters were virtually the same in terms of their 'throw' and a pre-engaged unit would set me back around £100.

More thinking - cut out part of the front end plate so the starter would effectively be one end-plate thickness back. Just enough as it happens, so after many minutes sweating with a hacksaw, I actually had a starter that engaged when necessary. So, all back in and a road test - perfect - well, almost. The BL exhaust was choking up the proceedings something horrible. A visit to the local exhaust centre and they let me have a straight through off their 'scrap-heap' - seems to me that many people change their exhausts before time.

I think I should just mention that the Saloon inlet manifold won't fit under a Club car bonnet, it sticks up, the Saloon engine being mounted at an angle.

Remember also that the heater control valve is not connected to the manifold but to the bodywork, so you'll need one of those as well.

(Charles Mackey)

Reply:

Thanks for that information Charles. If anyone else has similar experience of conversions, then please write in to me.

AND FINALLY - I have a letter from someone called Mike with a MK1V Spitfire but can't reply to it because there is no address - the letter is postmarked Sunderland. If you're reading this, then please send me an SAE

International Marque Secretaries

VITESSE REGISTER SECRETARY, ANDY JONES REPORTS:

Hello again, at last the number of cars in my collection is on its way down (now only 6) and I get nearer to working on the Vitesse Estate after a lapse of about 6 months. Regular readers will recall that I put a 13/60 Estate rear body onto a 2L MK1 Vitesse chassis and bulkhead. I fitted this body by laying body and roof on its side, reversing chassis alongside, then lowering the body into place. This was followed by humping the body backwards and forwards until it plopped into place.

Unfortunately, the bulkhead was rusty around the mounting points and fell backwards slightly, so I jacked it up underneath, so I could then bolt up the roof to the top of the windscreen. The snag was that there was a gap of about 3" between bulkhead, floor and rear floor. I consulted various articles on body alignment and then used a totally different method. I simply reversed into a brick wall at about 3mph and hey presto, everything fitted perfectly. The doors opened and closed so I tightened all the mounting bolts. This was about 7 months ago now (where did '82 go?) and I haven't touched the car since, due to work on other cars.

I still have a few jobs on the Estate i.e. Welding on bulkhead floor and mounting points; connecting up handbrake; connecting up wiring from rear lights; plating up various holes in the Estate body.

I would like to find out the earliest and latest Vitesse in the Club, so if you have a very early or late chassis no., please let me know as I only have the vehicle registration forms for 1982 new members. I may, therefore have missed some earlier or late numbers.

I have found out from Steve Little that the last Vitesse chassis no. was HC 58109, so that should be of some interest. The most common car appearing so far on the forms, is the MK11 Conv., usually being restored according to the remarks column. Anyway, so far I have:

11	1600 Saloons
7	1600 Conv.
11	2L MK1 Saloons
24	2L MK1 Conv.
1	2L MK1 Estate
27	2L MK11 Saloons
41	2L MK11 Conv.

Plus many more I don't yet know of (on paper anyway). I would like to correct something from my last report: I have a Spitfire IV MK1 and NOT a Spitfire MK1V (sorry Andy, JO). The two cars are very different, the older MK1 being much more interesting. I would like to have some Vitesse register window stickers made similar to the yellow Club membership, so if you (yes, you sitting by the fire in the comfy chair!) have any ideas for a design, please send it to me. I'll pick the best one and see about getting some made.

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TOOL HIRE SERVICE

HERALD REGISTER SECRETARY - Chris Longhurst

Herald Estate Rebuild,

The body is now off of the estate, so I will cover it's removal in a general way as well as giving details of the mobile frame for supporting the rear end of the body shell.

body removal

This section is applicable to all MK11 1200 Heralds, 13/60's and Vitesse's; 940 and MK1 1200's differ only in the position of the body mounting bolts (see Courier 14). I am assuming that the vehicle has been stripped down - ie bonnet, roof, doors, tailgate/bootlid, handtrake (disconnect cable to lever & release swivel under body), valances, steering column etc. have been removed. The wiring loom to the rear lights will need uncoupling under the n.s. of the fascia.

The body sections are attached to the chassis by bolts and spire screws (Fig. 1). The screws (D) which hold the bulkhead and rear body section together on the centre outrigger are easy to undo; first remove any sealer around their heads. The bolts which hold the rear section to the shock absorber top mounts (H) and the boot outriggers are also easily undone after the use of penetrating oil. Remember to retain the body spacer washers (& label them if you are reusing the same body and chassis).

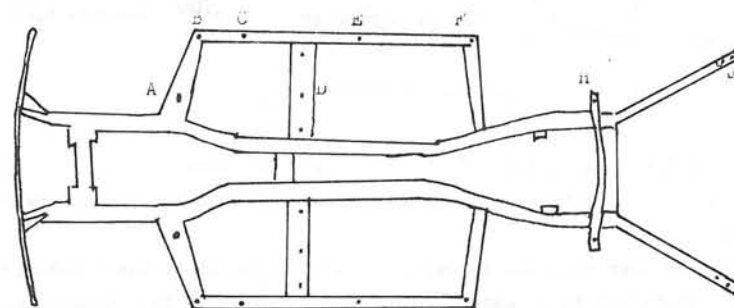


Fig. 1. Herald MK 11 1200 & 13/60 Chassis - body mounting points

The bolts (C & E) which hold the body sections to the perimeter rail are often seized into their spacers and will need cutting out. They can be removed by cutting through the spacer and bolt on the inside of the perimeter rail with an hacksaw blade in an holder (Fig.2). An alternative 'mode of attack' (which also applies to A & F) is to drill an $\frac{1}{2}$ " hole in the perimeter rail and use this hole to give access for an hacksaw blade. The hole can be sealed with a grommet if you are

reusing the rail. Some perimeter rails have been patched/strengthened by welding a section over the inner side of the rail. In these cases the bolt is best cut through as in B and F below. On some replacement rails (eg Abercorn) the strengthening is a plate spot welded to the rail - the welds can be drilled out and the plate removed to create access to the bolt.

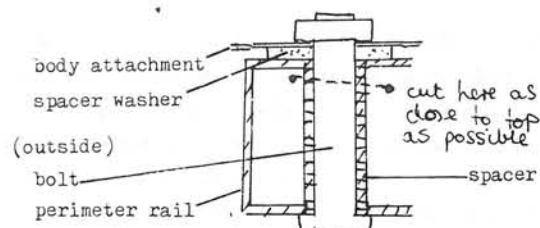


Fig. 2 Section through perimeter rail at attachment to body (bolts C & M)

The bolts B & F at the corners of the perimeter rail are also likely to be seized. To get at these either drill a hole in the perimeter rail (see above) or cut through the bolts from above at the spacer washer (Fig. 3)

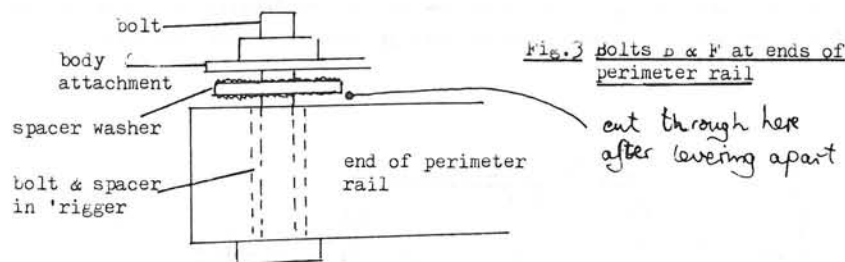


Fig. 3 bolts B & F at ends of perimeter rail

The bolts (A) in the middle of the front outriggers are usually 'easy' to remove after treatment with penetrating oil, heat and an impact socket! - otherwise cut out as B & F.

If bolts have been sawn off it may be impossible to remove the shanks from their spacers. Shortened bolts can be welded onto the top of the chassis rail (Fig. 4).

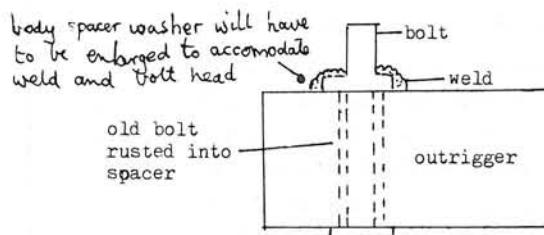


Fig. 4 Fixing new bolts to old chassis

Mobile Frame for Estate Rear Body Shell.

The frame was made up from scraps of dexion rescued from a waste skip. Rails 2 and 5 (see Fig. 5) were put in place before removing the roof. The other rails and the wheels after roof removal. The wheels were 4" x 1 1/4" swivel castors (204 kg each) available from independence trailer centres, catalogue R302 - the larger R307 would also be ok.

In the case of AWV 199 body removal was easy - the rear outriggers fell off so I was able to put an old mattress under the boot floor and simply tilt the rear body shell upright onto this and then let it down slowly onto the wheels - a one-man job!

Now that the body is upside down I have been busy poking holes on the rusty bits - it's amazing how many you find when you look closely!

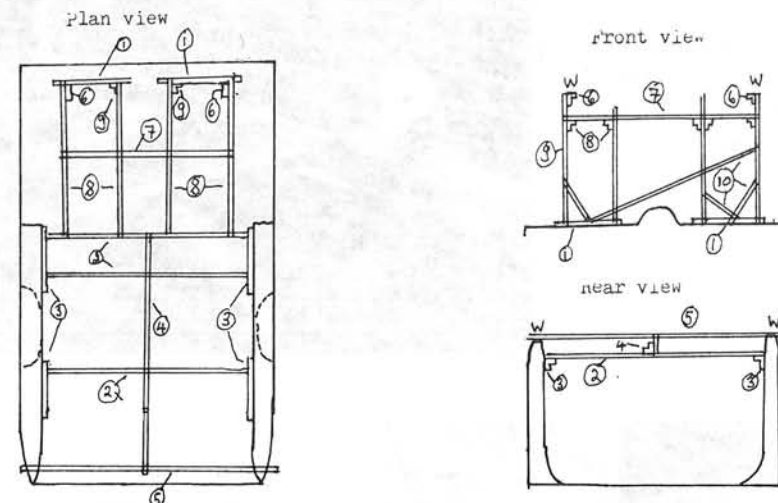
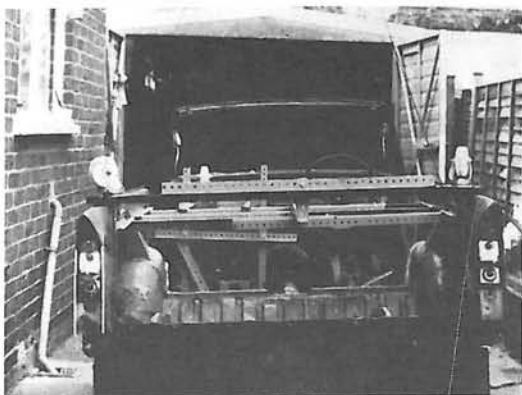


Fig. 5 Details of mobile frame for estate rear body shell.

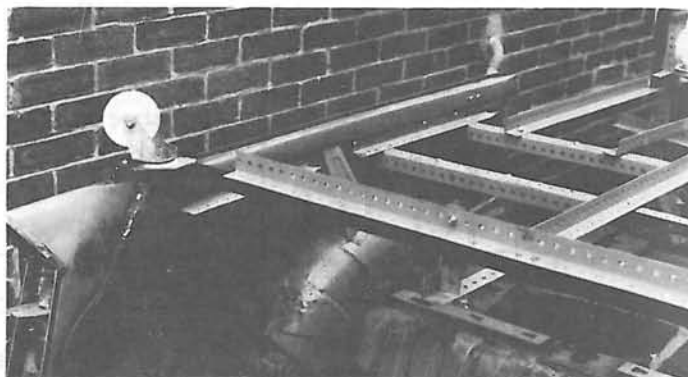
1. bolted through seat frame attachment holes (front pair)
 2. crosspiece from 3
 3. bolted through trim attachment holes in tonneau top panel
 4. cross piece
 5. bolted through roof bolt holes at top of rear wing.
 6. front wheel attachments - bolted to uprights 9
 7. cross piece bolted to 8
 8. braces from uprights (9) to crosspieces (2)
 9. uprights from 1
 10. cross braces
- W. wheel attachment points.

HERALD SURVEY 1981

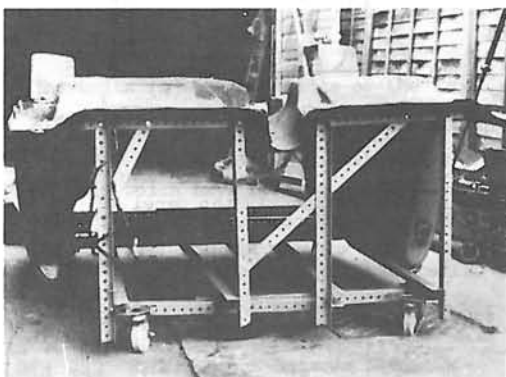
During October I noted down the marque and body type of the first 65 heralds I saw in the Hants/Surrey border area. The results (table 1) are somewhat surprising as they were very different to the distribution of marque/body types on the



Rear view of dexion frame with wheels in position



Close-up showing attachment of frame to tonneau top panel trim holes



Front view of body upside down on mobile frame



Rear view of rear body section upside down on mobile frame

register. Herald 13/60 and 1200 saloons dominated the survey, whereas 13/60 convertibles dominate the register, with 13/60 saloons in second place.

Table 1 Heralds on register and in Hants/surrey survey.

Type	1200					940			12/50	13/60		
	Saloon	Conv	Estate	Coupe	Van	Saloon	Conv	Coupe	Sal.	Sal.	Conv.	Estate
Register	129 (15.4%)	98 (11.7%)	30	14	5	16	5	9	51	110	208	61
Survey	19 (29.2%)	3 (4.6%)	2	0	0	1	0	0	4	23 (35.4%)	5 (7.7%)	8

There may be a number of reasons for this difference, such as:

- sample size (65 in survey, 839 on register) - although the results are statistically significant at $p > 0.001$ (χ^2 , df=11),
- time of year - some people only use convertibles in the summer,
- convertible owners may be keener to join the RSSC than saloon owners !

I thought that in 1983 it might be fun for Herald owners and other interested RSSC members to do their own surveys in early (winter) 1983 and again in the summer.

All you have to do is during Jan. or Feb note down the marque & body type of all the Heralds you 'encounter'. I would suggest that at least 20 cars should be 'sampled', but there is no upper limit to the number. Try not to count the same car twice ! Fill in the total numbers on the form below, along with the other details requested, and send to me at 24 The Lea, Fleet, Hants, GU13 8AU. The form will be repeated for a survey in June/July 1983

Cut here

HERALD SURVEY 1983

Area where survey carried out..... Date of survey.....

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

948 Saloon (incl 'S').....

1200 Saloon (a).....

Convertible.....

Convertible.....

Coupe.....

Estate.....

13/60 Saloon.....

Coupe.....

Convertible.....

Van.....

Estate.....

(a) include 12/50 saloons with 1200 as many 1200's have sunroofs & may be difficult to distinguish from 12/50 without close examination
Return to Chris Longhurst, 24 The Lea, Fleet, Hants, GU13 8AU.

Cut here

SPITFIRE REGISTER SECRETARY, NEIL WILLIAMSON REPORTS:

As we enter another TSSC year, the emphasis this year is the 21st birthday of both the SPITFIRE and VITESSE. Although all events will revolve around these cars there will be one particular event held on the Sunday of the National Concours Weekend. This event will be in the form of an economy run of about 60 miles. We decided to hold it on Concours Weekend so that members living in far-off places do not have to make a special journey to each event. Final details in this magazine soon.

The major "event" this month is the Christmas Weekend at the Fosse Manor Hotel, Stow-on-the-Wold, Gloucestershire. I will be gracing the place with my presence so if you are intending to go, bring your problems and I will endeavour to be of help.

I would, at this point like to mention the proposed trip to Arnhem in Holland for the Standard Triumph International Rally 1983, which is being held on May Bank Holiday. I believe that the ferry tickets for the trip are valid for seven days so it would be possible to have a weeks holiday in Holland (or Germany) if anyone so wished. Further details available from either John Cudmore or Martin Radford.

Having been to the Hillclimb Forum in November, I am now contemplating the idea of competing in my standard Mark 4 as there will be a new class system for next season. Details from Kevin Ginger, Competition Secretary.

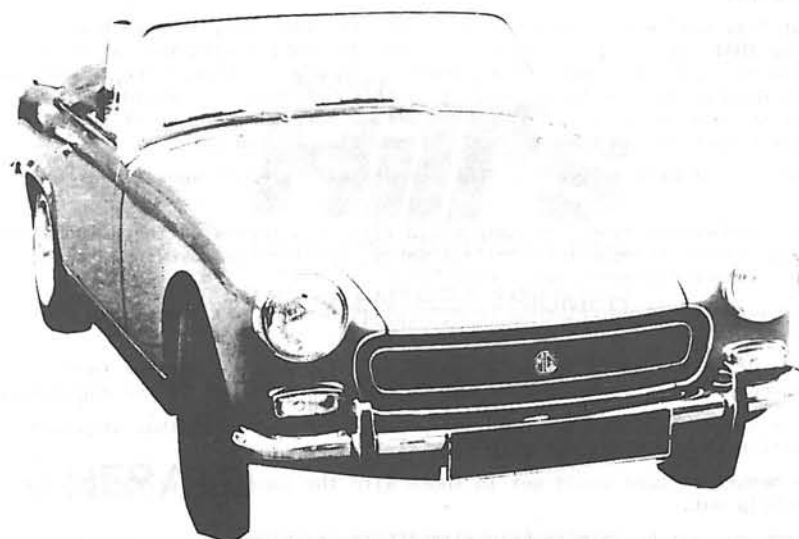
May I wish Richard Bruford all the best in his new post as Area Liaison Officer.

ROAD TEST SPECIAL M.G. MIDGET 1500 VERSUS TRIUMPH SPITFIRE 1500

Brief History

M.G. Midget: The Midget is a direct descendant of the first "frog-eye" Sprite which means that it has come as far as the Mini. The changes, however, have been more far-reaching. The Sprite first gained itself a partner with the Midget and both kept badge-engineering pace through a series of Mark numbers, until the Sprite faded from the scene in 1971. Engine size steadily increased from 948cc until it reached 1493cc with the adoption of the TRIUMPH DESIGNED SPITFIRE UNIT. The current Midget retains much of the original appeal as a small, cramped open two-seater. It has adequate performance with a top speed of about 100 and a time to sixty of 12.3 secs. Fuel consumption is nothing to write home about at 28 mpg. The handling of the Midget 1500 leaves a lot to be desired since the adoption of the Marley rubber bumpers and the subsequent raising of the ride height. The car is very noisy and the hood laborious to raise and lower tidily. It is not surprising that it was axed in 1979.

Triumph Spitfire 1500: The Spitfire was developed as a rival for the Sprite and Midget when Triumph was an independent concern. The original Spitfire was no more than a sports car body on the Herald backbone chassis with the same advantages of good steering and a tight turning circle and the same disadvantages of swing-axle handling. The engine grew from 1147cc to 1296cc and finally to the 1493cc which it shares with the Midget and the Dolomite 1500. The four speed gearbox is that used by Leyland for most of its conventional drive cars, BUT the Spitfire could be ordered with OVERDRIVE (unlike the Midget which hasn't got the room). Some time ago, changes to the rear suspension, cured the waywardness of the earlier models and the Spitfire is now much more pleasant around corners. Over bumps its ride is not especially good but is certainly a more comfortable car than the Midget. Performance is reasonable with a top speed of 100 and 0-60 in 13.2 secs., slower than the lighter Midget. Miles per gallon with overdrive gave us 36.5.



BE HONEST.....WHICH WOULD YOU PREFER?

☆ TSSC SELF HELP SCHEME ☆

Dear Members,

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

I propose a self help scheme for TSSC members and it would work along these lines.

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

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

If you would be prepared to help, (you may be the one on the receiving end some day). Fill in the form and return to: GEOFF KING AND JULIE GREEN, 19 HERDMAN CLOSE, GREENLEYS, WOLVERTON, MILTON KEYNES.

NAME: AREA:

ADDRESS:

.....

PHONE NO:

I would be prepared to offer the following help in the TSSC Self Help Scheme.

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

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

.....

Transportation to get spares YES/NO

Assisting with repairs YES/NO

Off the road parking YES/NO

Towing (short distances only) YES/NO

Bed for the night YES/NO

Other, please state :

Signed:

Membership No: 22.

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PEN TO PAPER

LETTER FROM ALAN WETHERALL, CORBY, NORTHANTS:

After reading about the heating problems on Vitesse, I thought I would try to improve mine by systematically checking and improving each component. Starting at the demisting ducts, I checked for any blockage by removing the fibre board cover at the bulkhead by carefully pulling out the clips, turn them through 90° and they fall out easily. Carefully remove the cover as I broke some electrical connections in removing mine. Pull off the demister hoses from the airbox and loosen the demister ducts; remove duct with hose attached from under the dashboard. Check for any blockage and I placed some bath edge sealant round the hose before putting back onto the duct and this stops the air leaking out. Disconnect control cable from the air distribution box and two nuts holding the box in and remove. The felt pad on the control flap should rest against the body of the box evenly along its length. In its demist position, air will escape out of the box through the gaps in the ends of the box. I taped the offending portions off. On re-fitting the box, more edge sealer into the hoses and round the top of the box, acting as a gasket to the body of the car. Check the control cable is free and refit. I found the air was being directed straight down into the gearbox cover carpet, so I made up some cardboard ducts which re-directed the air down onto the feet. (steel ones to come later). Next, the water control valve: Ignoring the Workshop Manual's comments of service only by replacement, I removed the valve and drilled out the pop-rivet holding the body together and it fell apart. Mark where the pop-rivet was as you can't tell what position it was in. My valve was all clogged up but the rubber diaphragm was OK. Carefully clean and lightly oil and re-assemble. You can check it is OK by blowing through it open and shut. It clicks shut and if it doesn't go all the way, it won't shut the water off. Re-pop rivet using 1/8" rivet. Re-fit to car and check that on pushing the control cable it clicks fully shut. The valve cleans up really well (if it can be chromed). I removed the heater blower and cleaned it up and cut a thin rubber gasket out and re-fitted it with the gasket between the blower and the heater unit - it stopped a lot of the vibration and noise experienced when switched on. Next job, the heater unit and heater Matrix.

LETTER FROM JOHN MALCOLM, DOONFOOT, AYR:

I've just read the last two issues about members efforts on improving their Triumphs which I found very interesting because of the subtle modifications that they had done - maybe extracting from the originality of their cars, yet still improving on the basic inadequacies of design, although one can't deny that a 2000cc engine can be considered so.

Nevertheless, I feel I must convey my attempts to go to the extremes with a Vitesse MK11, although I am in the process of running a MK11 Conv., which is eventually going to be restored faithfully to its original showroom condition plus.

A chance visit to the local car auctions without any intent to purchase a vehicle of any description, although armed with a healthy cheque book. When I saw it, I fell in love and it was decided to sell my Bedford CF after we had finished our new house. £275 was paid and I was now the proud owner of my 4th Vitesse in 4 years, not to mention the 3 Heralds before that.

Every time I went round a corner, there was a scrubbing noise, nevertheless a new wheel bearing solved that. Work started on her in January whilst preparing to build a garage and decorate a new house. Rubbing down the paintwork while it was snowing, then replacing valances and adding a towbar from a scrapper. Rather free from rust except on the outriggers and the doors. The former being replaced and the latter being cut back to good metal and an aluminium skirt being shaped to taper from nill at the front to an inch at the rear, was pop-riveted into place and filler added to blend in on top with the rest of the door. A secondhand boot spoiler was bought and cut to fit between the rear fins. A new front spoiler was obtained through the Beetle People, excellent product and impeccable service I might add. This took a lot of strengthening and blending, but was really exposed to rough treatment, which it survived during mounting verges IN CORNWALL country lanes, albeit a few cracks.

Letter from John Malcolm cont'd .../

She had to be in tip-top order to win any prizes, so next came as many new bumper parts as possible, then new chromework and badges. 2.0 badges from Ford, Triumph ones from 2000 etc. Side wipers from Halford and new front side lights. Chrome badges were removed from rear window pillars and smoothed off. Chrome side pipes were attached with modified mountings and cut sills, then hooked up to reveal the fantastic roar of the motor. Aluminium mudflaps at the rear to protect the side valances and aluminium scoops attached to the bonnet from an export Rover 3.5 2000 shape. Perspex plates from Vale Automatics, again excellent service. A 1980 Cortina Grille cut down to size with Triumph badge superglued in-place. The rear boot aluminium panel was removed and holes cut to take a reversing and fog lamp, one either side as per Fiat Estate car. Next, this was covered in clear perspex panel, sprayed silver on the inside providing a perfect gloss finish to the outside regardless of inside finish. A square number plate and Mini matt black illumination housing screwed onto a wood backing, hidden by the perspex panel, which was almost flush with the boot.

Hillman Imp Squirish boot hinges were added and the sunroof was added after winning it at the Cardiff Custom Show. An alarm was added along with an 81 tone American style siren. Sound was through a Clarion quadrafonic cassette from Jaguar along with a miserable Radiomobile from same. Gauges were black surrounded items from a Spitfire. AERIAL was a rubber duck style attached to the centre of the boot so it would bend when the boot was opened. In the duration of owning the car many mechanical parts regarding suspension etc., were renewed - all drive couplings and bushes etc.

Next on the list was the interior in which the front seats were given away to a fellow Vitesse fanatic. I might add at this stage, that I was secretary of Customayr Car Club, in which all the committee owned Triumphs, 3 custom Vitesse, a GT6/Spitfire body and a TR6.

Back to the back seat, which took a layer of foam, including the existing seat cover plus on top, brown striped crushed velvet with an abundance of deep buttoning, really plush. Rear elbow wells were flushed off and buttoned to match as was the rear shelf. Front door panels were covered in thin foam and covered with same only with shallow buttoning and the springs behind the handles removed. The top for the fascia was also covered and the headlining painted in black upholstery paint, two coats to cover the white. The front seats were salvaged from a Colt Lancer, reclining and tilt forward with the same deep buttoning as the rear. A console was purpose made to fit on top of the gearbox tunnelling and covered in velvet. Brown Wilton carpet graced the floor on top of the original. The left overs from an odd shaped hall, hence the choice of colour for the interior. Blue window tint film as applied to the rear quarter as they tend to scratch on wind down window.

The wheels had been ordered for 2 months, but had been delayed due to a dock strike in Liverpool. I ordered the chrome 8 spokes the first time they were advertised, so was one of the first to run them. They were 5½ x 13" but with the 185 x 70 profile Grand Prix S tyres, obviated bending up the inside of the wheel arches. Dunlop 175 x 70s are the best but they wear down very quickly. Alloy wheels are also a lot better for handling then heavier then standard chrome 8 spokes. I was going for sparkle this time though.

The paint came from the Ford stable in the form of Midnight Blue and Stratos Silver like the Granada during 1979. I masked off the fancy silver during the lunch hour and the whole car got primer and sealer plus top coats for £120 from a local business and after a lot of rubbing compound, T-Cut and polymer sealant every month it looked as if it had ten coats of lacquer. A chip from a resurfaced road didn't even penetrate the basic Valencia Blue and it was half a millimeter thick at least. I felt enraged by the storey two months ago about that chap paying a bomb for a paint job in the article in The Courier. It's worth while coming up here to get it done. I'll put any Club member up for the duration of the respray. Prepare and fill it smooth, then part with £150 for an ace cellulose respray. I mean it, I hate to see Club members ripped off. If I run out of bedspaces, I can acomodate plenty

Letter from John Malcolm cont'd .../2

plenty of tents. Telephone 0292 42110 and my mother will put you in touch if you want any further information. Just ask for John and I'll try my best to answer any questions or help you in any way.

The car was ready for shows in April with the paint still soft, only four months from conception, without any corners being cut. The garage was completed half way through this, which helped enormously. Come the summer saw a 1976 2500S engine and overdrive gearbox being trailered home from the scrapyard with only 14000 miles on the clock. Duly cleaned and painted it found its way under the bonnet complete with matching overdrive gearbox. That's another story. More installation by contacting Eddie Evans, who will supply a copy no doubt plus any further details on such a conversion.

I had my fill of problems but eventually sorted them out and got bored, so I sold the immaculate machine for a pitance and bought a V12 Jaguar Saloon. Very exhilarating and complicated but 2 years of owning and driving it has safisfied my whim, so it's now up for sale so that I can start seriously restoring the convertible to its former glory. I'd also like a 13/60 Estate for a workhorse because I can't think of any other small estate worth its salt of that age.

LETTER FROM PAUL HORNER, BURY ST. EDMUNDS, SUFFOLK:

A few points that were raised in November's Courier:-

I too had a Vitesse starter on my rebuilt GT6 engine, which would only turn when cold (INJECTION - Richard Bruford). In fact, the starter is quite small for the size of engine that it has to turn, and is working on its limit, so:-

1) Check that the brushes are run-in. Loss of contact on the commutator means loss of power.

2) Is the starter fitted with COPPER field coils? Yes, it can make a difference, especially when hot. Some starters were fitted with aluminium coils, which have a higher RESISTIVITY than copper. For those who don't know, this means that, as the temperature increases, so does the electrical resistance. More resistance means less power. This is why the engine won't turn when hot. It would not normally matter, but, as I said, this starter motor is already working on its limit.

David Robinson has leaks into his footwell(!). It could be the windscreen rubber - look for water stains in the lower corners. The heater air ducts can also leak, letting water in. Three guesses as to how I know!.

Lastly, the Latin phrase "Uberrimae Fidei" does not mean "Let the buyer beware" it means "Of the utmost good faith". What Jon Burton wanted was "Caveat Emptor", which must prove that the clever people drive GT6's!!

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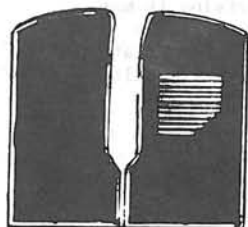
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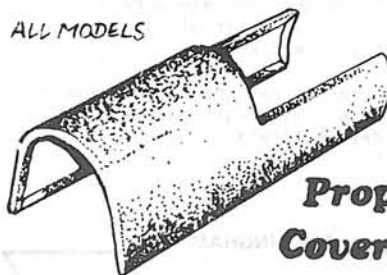


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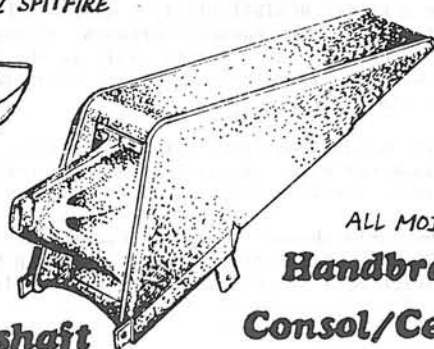


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LETTER FROM RICHARD ARMITAGE, BUCKS:

I noticed in a recent edition of the Courier a write-up by a member and his experience of Sport Six Spares, just prior to taking my own car to this establishment and asked about this particular job. All I will say is that I heard the other side of the story.

I would therefore like to provide members with a contrary opinion and my story starts with the purchase of a very nice Vitesse Convertible.

I knew that one or two items needed replacing and I could do this at very little cost. The only other thing that appeared to be wrong was a noisy tappet and a Triumph garage near Wantage agreed with me.

Three days later, some very strange noises began emanating from the vicinity of the engine. When I put my ear to the rocker box, I switched off post haste. I then called for Jonathan Spencer, well-known in the Thames Area, to give me a helping hand and advice. We discovered that a valve guide appeared to be missing and knowing that the engine had been overhauled 18 months previously by a garage in Witney, began asking myself major questions. We then decided to consult the East Berks expert and Area Organiser, John Reed. A quick analysis over the telephone, John concluded that the valve guide had dropped down to the bottom of the valve and unlikely to have gone any further.

The following day, Friday, I 'phoned Sport Six Spares and they were of the same opinion. Having very little time at this stage, I decided not to take the head off but Jonathan and I towed this vehicle to Houslow and Sport Six Spares the following day.

Monday evening at about six, a 'phone call from Sports Six Spares provided me with the most grievous news. The valve guide had dropped down but did not stop there, particularly after it had decided to disintegrate, which apparently is an unusual phenomenon. The cause? Probably because the previous overhaul was an absolute botch. The solution to the problem was a new engine, rather a recon. A special offer to members which I decided to have, a reconditioned 2500cc engine at a cost not much more than the standard Vitesse engine. So the car was left at Houslow for major surgery.

I decided to put my other Vitesse's overdrive gearbox in the 'new car' (Sports Six Spares recon. from 12 months previously) and, therefore, Jonathan Spencer, yet again, came down to Houslow to give me a hand the following weekend.

Whilst working on the cars at Sport Six Spares' yard, we had the good fortune to see a MK1 Vitesse, which had just been resprayed. The finish on this car was quite remarkable, so we thought, as Sport Six Spares informed us there was another one arriving later which was even better. I would go as far as to say I have not seen a finish like it, apart from a Roller perhaps. This is not an exaggeration as Jonathan will confirm and I'm sure the two owners. Even UNDER the bonnet was the same as the outside!

Well, we finished playing gearboxes and I must add that help and advice was nearby if required in the form of 'Shamus'.

CAR STOLEN ★ ★

Spitfire 1500 - Red 1980, hardtop registration number DE 25. Stolen from Oakham, Leics. on the night of Dec. 8th or 9th 1982. Engine No. FM153706H Chassis No. TFADW1AT005086. Contact Richard Properp-Williams, Oakham 2055. 37, Stamford Road, Oakham, Leics.

LETTER FROM CARON REDDING, WESTMOORS, DORSET:

(I thought this reply to our Renewal Reminder Letter may be of interest to members as it raises some points that perhaps our mainly male membership should consider. JO)

Unfortunately, I found a very chauvanistic attitude amongst the male members and a very single-minded attitude i.e., they appeared to think I don't know what I'm talking about. Well, after 7 years of ownership and the necessity of having to do everything myself (I'm 22), I do know what I'm talking about! I will not consider re-joining as I do not tolerate discrimination. I think it is very unfortunate in this day and age that women are considered (by male membership) to be incapable of even simple maintenance. Well, here is just a small selection of things I have done myself with little or no help from my father , (the more stars, the more help I received):

Replaced engine ***
 Replaced differential *****
 Replaced rear wheel and drive shaft (trunnion) bearings
 Front and rear trunnions*
 Replaced panels and resprayed the whole car to a very high standard **
 Replaced rear drive shaft - advice only
 Brakes - including fitting Servo unit *
 De-coke
 Correctly diagnosing faults
 Replaced starter motor
 Complete servicing
 Generally keeping the car on the road in exceedingly good condition (with exception of driver's door which needs replacing), on a very, very limited budget.

Now, I expect looks and comments of pure disbelief but not condemnation, dismissal and ridicule, not to mention not being allowed to state opinions. Please don't get me wrong, I do have the Club's aim at heart but from now on I'll do it myself thank you.

Your comments are invited.

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Just a few examples from our Quality Stocks

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-V GT6 I-III door skin	14.50

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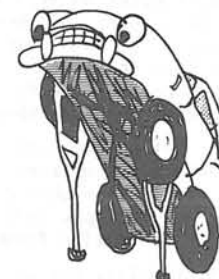
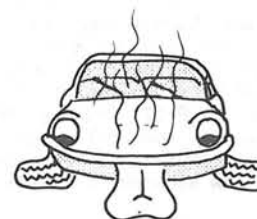
FURTHER INFO RE: INFO ON TECHNICAL PUBLICATIONS BY NICK BRADBURY

The following part numbers for publications originally supplied by BMC/BL are probably only available through autojumbles and such like. They are not listed in the publication from whence the above information was obtained.

TRIUMPH SALOONS	OWNER HANDBOOK	REPAIR MANUAL	PARTS CATALOGUE
Herald 13/60	as above*	511243	517056
TRIUMPH SPORTS CARS			
Spitfire (4)? Mk1	511242		
Spitfire Mk11	512915		
Spitfire Mk111	545220 (as early Mk1V)	545254 (as early Mk 1V)	545198D
Spitfire 1500)))	RTC 9221	AKM 3984 also 8AMV984	RTC 9230B
GT6 Mk111	545186	as above*	as above*

* Where items included in catalogue dated 1/1/1979. Except, - the GT6 111 parts catalogue and later saloon and sports cars, parts catalogues were superceded by transparencies or "parts superfiche", (see first lists of part numbers above).

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NATIONWIDE

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

We had a super Christmas dinner for our December meeting with 20 of us sitting down to a true Christmas dinner.

We will start 1983 with our monthly meeting on Thursday, 6th Jan. and have a mystery run planned for Thursday 20th Jan. Look forward to seeing old and new members in 1983.

The Club Van is nearing completion with all the trim being fitted back in. We need to make room in our lock up garage for the Van, so must sell some spares, these items must go, if not sold will go to the rubbish tip, so make us an offer please!.

Windscreens £2. Seats:- 1 tan front Vitesse, 2 dark blue front Vitesse, 2 front grey Herald, 2 tan rear seat backs Vitesse, 2 tan rear seat bottoms Vitesse, 1 black rear seat back - convertible. ALL AT £2 EACH.

Engines:-

Finally, would Mark Woodard contact me with reference to the live group for the 1983 Barbeque.

1 MK 1 Vitesse - £10
1 MK 11 Vitesse - £40
1 Herald 1200 twin SU's - £15
1 Herald 1200 - £10
1 GT6 2 litre - £35

CENTRAL SOMERSET AREA NEWS, NICK BRADBURY REPORTS:

Well, well, well.' Would you believe it? Thirteen 'local' members, including wives, girlfriends and co. ! - turned up in a veritable assortment of transport, ranging from a certain Hoda Civic, sporting a club 'badge' (becoming quite well-known now, I believe); an Austin Maxi (seen better days!!) - but no white Mini Cooper this month, blinding everyone with spotlamps galore! Yes, we did have an assortment of club cars but very few actually from the county of Somerset! Olly and Keith in their respective Vitesse's, a couple of Spitfire MKIV's, all from other areas (The Lincolnshire Poacher strikes again - mind your pheasants!).

Anyway folks, the Tiverton GT6 MK11 is (?) roadworthy at last, after much frustrating work carried out on rear axles, doughnuts etc., etc., sporting a GT6 + badge on the bonnet! - well, you cant have everything I suppose! Nice set of wheels, not original spec. though, more like those of a certain well-known Valencia Blue Vitesse 2L MK11 Conv., whose owner put in a very welcome appearance - thank you JMG, along with one of BR's younger train drivers who is now re-learning the basic controls of 'Le Petit Vitesse' MK1 2L. As opposed to the French TGV (mentioned in a Courier some while ago), I don't think he went off the rails - we haven't heard anything to the contrary - he was due to start work at midnight on Nov. 11th? - OK Richard? - that was lemonade I saw you consuming wasn't it?

Midnight after an area's noggin and natter is a drastic time for starting work, but can you arrange your work to start a little later also, Tony (Shepton new member?), don't expect you had much sleep did you!! Hope you and Yvonne can attend the next meeting all the same. Thanks a million. So how's about a few more from the further reaches of Zummerzet? I believe there is at least one member in Glastonbury?

Lastly but not forgotten, David from Exeter or Tiverton, plus (?) girlfriend, not actually member(s) of the clan yet - how's about joining us again? Feel free! Your only commitments at this monthly noggin and natter are to keep the landlord happy (ply him with lots of drink!) and gain lots and lots of useful information from your other local members, it's free!

Almost finally, for those of you with navigation problems, I can't draw so have a look at a (metricated) 1" Ordnance Survey map (1:50,000 Series), map no. 193 on the top half of the map - find Taunton, work in an easterly direction and you may find a small hamlet (not Shakespeare) called Knapp - Ye Public House is The Rising Sun.

CORNWALL AREA NEWS, RICHARD DOUGHERTY REPORTS:

Six members met at the County Arms, Truro for a drink and a chat. Nigel brought his immaculately restored GT6 MK11 along to be admired. Maybe Ian Stacey will bring his Herald to the next meeting instead of his motorbike. Next meetings are:- Friday 28th January, The Farley Hotel, Falmouth Road, Truro at 8pm. Friday 25th February at The Four Burrows Hotel, Grampound Road at 8pm.

EAST BERKS AREA NEWS, JOHN REED REPORTS:

Just a reminder that Area meetings for the New Year continue at the 'Uncle Toms Cabin' pub, Cookham Dean, Nr. Maidenhead at approx. 8pm. Future dates are 12th Jan, 8th Feb., 9th March.

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

A wet and windy November 14th saw us gather at the Dukes Head, not quite in our usual strength, the car count amounting to 8 GT6's, 4 Spitfires, 4 Vitesse's, 2 Herald's, 1 Spartan, a TR6, TR7 and a Matra Simca Bagheera. The numbers in the bar belied the cars outside, so I assume some arrived in their bogmobiles. In between sips, discussions on various differential ratios, substitution of parts(?) etc., took place, I suppose with the onset of the bad weather we become more 'noggin and natter than 'lift yer bonnet - cor innit clean', though some diehards were spotted out in the rain.

Downing our drinks we tootled off to Chelmsford for our local AGM. After lengthy discussion, some valid points emerged, let's put them into practice and try to please all of the people all of the time. After the serious stuff, we held a brain teasing session on Triumph history and 'our' cars. The tie-breaker was part of Fords 'Motor Mind' quiz, Martin Field emerged winner with Steve Jarmyn runner-up - congratulations.

While we're on congratulations, let's give some to Kevin Hagger and his wife on the birth of Daniel - another triumph!

If you haven't yet visited the Dukes Head, Little Burstead, do come on the 2nd Sunday of the month, we'd love to see you.

LEICESTER AREA NEWS, IAN MCKEGGIE REPORTS:

The 1982 A.G.M. was a credit to the team spirit in the Leicester Area. The intrepid Mick with (I'll be there Royd). (I may be new but I'm in) Greg and I set out in the frost first thing, to get everybody to the Belmont Hotel, well done. Coffee and biscuits backed by music from (I should have been a D.J.) Andy's system set the standard for the day. The meeting started at 10am and ran through to midday. In came (let's be right) John with the raffle tickets, (I don't think he missed anybody). After lunch a film of the 1974 Lombard RAC Rally finished the day off. Everybody was away for 3pm. The Belmont Hotel hosted what was said to be the best venue yet, this was down to (it's got to be professional), Phil.

NEW VENUE AS OF THE LAST THURSDAY (LAST THURSDAY) OF JANUARY 1983, THE LEICS. AREA WILL MEET AT THE COCK INN - A50 ARNESBY, BETWEEN LEICS. AND N. KILWORTH.

LEICESTER AREA DIARY 1983

January - New venue for meetings. The Cock Inn, A59, Arnesby. Last thurs. in the month.

February 7th - TSSC Leics. challenge VWOC. Beer and skittles night.

March 6th - TSSC Leics. challenge TROC. Beer and skittles, 1st circuit race of TSSC.

April - JDC/AMOC race meeting, Silverstone. Convoy.

May - Treasure hunt with a difference.

June - AMOC/JDC race meeting, Silverstone. Convoy. Skid pan course.

July - Cambridge Bar-b-q.

August 6th - Leics. 1st National Event.

August 21st - Leics./Milton Keynes National Event.

September - Annual Treasure Hunt challenge. More details of events later.

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

£260.00

Reground Crank 2.5 and bearing shells
Conrods with new little end bushes
New 020 Hepolite Piston set
New 2.5 Oil pump

£185.00

Diff. Bargains

New Diffs. for most models			
4.11 Ratio	Spitfire, Herald	New	£100.00
	Vitesse 6		
4.11 Ratio	Vitesse 2 litre		
	GT6	Competition	£120.00
3.89 Ratio	MK IV Spitfire		£150.00
3.89 Ratio	Vitesse MK1/11		
	GT6 MK1/II/III		£150.00
3.63 Ratio	Spitfire 1500		£160.00
3.27 Ratio	GT6 non-O/D		£160.00

All prices are exchange and while stocks last.

Reconditioned Diffs.

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

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

Reconditioned Gearboxes

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

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

New D type clutch in stock — £24.00.

Synchro mesh baulk rings	early	£ 6.50
	Late	£ 7.00

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ENGINE SPARES

We still undertake engine reconditioning to order and tuning, modifying, balancing, heat treating, etc. PRICES ON APPLICATION.

Recently, due to the number of enquiries from members on a limited budget wishing to recondition their own units, we now offer exchange reground crankshafts, Vandervell bearings, makers' oil pumps, piston sets, piston rings, camshaft and followers, reconditioned heads, new rocker shafts, all at DISCOUNT PRICES to CLUB MEMBERS.

Some examples: 2 litre and 2.5 rockershaft	£17.50 + VAT	Our price	£15.00
Rockers for above	£ 3.25 + VAT	Our price	£ 2.60
2.5 makers' oil pump	£37.00 + VAT	Our price	£25.00
2 litre and 2.5 cylinder head, reconditioned, recut seats, valves refaced, head skimmed, new valve guides		Our price	£60.00 exc.

Crack repair specialists

Cylinder heads modified and gasflowed. Modified valves etc. PRICES ON APPLICATION.

Clutches, plates and thrust bearings supplied at discount.

N.B. Our prices are for genuine manufacturer's clutch covers.

NEW TUNING PARTS

Having had many dealings with Terry Hurrell (formerly of S.A.H.) now Triumph Tune U.K. Ltd., we will be stocking his Extractor Manifolds, exhaust systems, Webber inlet manifolds, Aluminium Rocker covers, Tuning parts and modified suspension parts to compliment our own range of products.

With regard to postal enquiries, please send a Stamped addressed envelope. Telephone enquiries about parts or technical advice are often more fruitful than a vague postal enquiry with no specific requirement. Ask for TONY DEAN.

WANTED WANTED WANTED WANTED WANTED WANTED

We are constantly looking for old transmission units. The general condition of exchange gearboxes, overdrives and diffs., is very poor, the 2 litre range being particularly bad. All too often, a member has come to us with a dismantled unit, horrified at the current price of, say, gearbox spares from Mr. Leyland, thus dashing all hopes of a cheap D.I.Y. rebuild. We have the very same problem on a larger scale, so if there are any members who have any old gearboxes, overdrive units or diffs. collecting dust in the garage, we would be very happy to hear from them and arrange collection and reward.

VITESSE BONNETS

As you probably know, there are no more new bonnets. To try and overcome the problem, we are currently converting new 1360 bonnets which are still available from Mr. Leyland. The conversion involves fitting the Vitesse front panel and modifying the lower portion of the 1360 headlamp. The end product has proved very pleasing. This seems the only way to save those cherished cars ravaged by rust or accident damage. Anyone interested in such a conversion, give us a call.

HANTS AND SURREY AREA, SIMON AND AMANDA REPORTS:

Just to let you know that the Hants and Surrey Area still lives, despite no-one putting pen to paper. There has been a regular turnout over 1982, at The Royal Oak, Pirbright. Attention has been centred around 'our local hero' Kevin Ginger who won the 1982 Hill Climb Championship - no mean feat for his first year. Congratulations from his band of followers.

Recently introduced on Club nights is a raffle which has gone down well. As new social secretaries we hope to organise a series of Club runs to pubs and race meetings and perhaps the occasional concert at the Hammersmith Odeon??

We hope everyone got merry over Xmas and that 1983 runs smoothly.

NOTTS AREA NEWS, GEOFF FLETCHER REPORTS:

A very enjoyable meeting this month, with a good turnout of regular faces and some new ones too. Thanks to Mick Maidmount for coming and all fellow Leicester Area members that visited us. A return visit from the Notts Area, one Sunday lunchtime will hopefully be organised in the New Year. Thanks to Janet Roulston for this month's raffle and to the raffle ticket salesman, whose name I cannot remember - sorry! Apologies for the lack of sandwiches this month, but the landlord mislaid my order. By the time you read this Christmas '82 till be over and we will be into January '83, so I can only say I hope all Notts Area members past and present have had a good year and will continue to give their support to make '83 an even better year.

SALISBURY AREA NEWS, HUGH DAVIES REPORTS:

Not much to report from the December meeting with attendance down slightly, from previous months as winter sets in. So until numbers increase we are still meeting at The Greyfisher on the first Thursday of the month.

SOUTH EAST SCOTLAND AREA NEWS, ALAN COOPER REPORTS:

This month saw a good turnout with 17 Club cars and 3 non-Club cars (with apologies from several absentees), amass the car park for our second meeting. As the knowledge in Scotland grows with the awareness of the TSSC, so does the interest and our ranks grow daily. We seem to have a lean in the direction of 13/60 and Vitesse and whilst keen to recruit any Sports Six car, we long to have a Bond or Spartan join us. Hopefully, we up here in the 'sticks' will soon have as successful an area as others in the Midlands and South.

Calum McLeod with his lovely 13/60 Convertible on his way to the meeting on the M9, sheared a halfshaft at 65mph and to say the least his car was a fine mess. We wish him luck in rebuilding his backend and get back with us.

We have decided to change our monthly venue, now the POST HOUSE HOTEL, CORSTORPHINE ROAD, EDINBURGH on every second Sunday in the month at 1230.

Our winter convoy through the streets of Edinburgh and beyond to the shores of the 'Forth', saw us drastically loose one another several times. When we finally gathered everyone together, the light was failing, so after a sunny but bitterly cold day, we pulled up our car hoods and went our separate ways until next month's meeting. See you there.

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS

There was a good attendance to October's meeting with approximately 20-25 members attending. The evening was taken up with watching a video i.e. the "Gurston Hill Climb" which was exceptionally entertaining and well produced.

The reason this report does not mention the November meeting is because due to the deadline set by the Courier, I have to write by the 15th of the month, and as the meeting is usually after this date, the problem of delay is encountered. However, to rectify this situation we are hoping to hold the meetings on the 2nd Wednesday, rather than the 3rd Wednesday.

South Wales Area sweatshirts should be available soon for approximately £7.00, Stan Snodgrass and his wife are taking care of this and anyone interested, come to the next meeting. JG.

THAMES AREA NEWS, LEON GUYOT REPORTS:

Thames Area ran a convoy of 8 cars down to the Classic Car show at Brighton on 7th November 1982, our second year of participating in the Brighton run, our tactic of meeting early at Pease Pottage did pay off, but as usual it poured down with rain, still, we very much enjoyed ourselves especially the 1945 double decker bus from the Brighton Marina with the not very watertight roof - sorry Bill! Also we just had to spend a little extra time at the superb TSSC stand.

Some of us from Thames Area attended the TSSC AGM in Leicester on 28th Nov. and thought it was very worthwhile our attending and meeting old friends, (happy new year Fifi and John), perhaps next year it could start and finish say one hour later, thanks.

The next thing on our agenda was our Christmas Social, which loomed ahead like some, (not very) far off rain cloud, this took place on Sat. 11th Dec., and we had expected a rather larger turn-out than we in fact got, but I'll put that down to a severe lack of readyies rather than anything else. In the end we did manage to rake up some 35 members and friends etc., but especially welcome were two of our good friends from Kent (West), thanks Lyn and Carolyn and two from East Berks, thanks Tim and friend. Anyway, we all sat down to a very reasonable meal at the Bookham Grange Hotel in DEEPEST-DARKEST Surrey only 50 mins. late - don't worry Nick, I did say that I wouldn't mention anything about GT6 rear-ends, muddy ditches, unlit/unsignposted back roads in DEEPEST-DARKEST Surrey, ripped GT6 carpets, (under said GT6 rear-end), or even Muddy hands-O.K.

This year, for the first time, we had our 'Most Active Area Car' Challenge Cup, donated by Teresa Guyot, this is designed to honour the particular Area Car that manages to build up the greatest number of points over the years Area events (10 points) and meetings (5 points). The Area Organisers cars are of course not eligible for the cup, but are included in the count for reasons of completeness results as follows

1st RGT543E	1200 Cv	285 points	Leon F Guyot (not eligible)
2nd 5372WK	1200 Est	260 "	Chris Childs (not eligible)
3rd CYN28H	GT6 11	185 "	Paul Bennett (keeps cup for 1 year)
4th BHX459H	13/60 Cv	175 "	Dave Bridle
5th GHC7C	Vit, MK11 sal.	165 "	Dave Young
6th JUUS02D	1200 sal.	160 "	Bob Rowland
7th BCX85K	GT6 111	150 "	Nick Lees
8th MJE254H	Vit, MK11 Cv	140 "	Dave Matthews
9th EJK863F	13/60 CV	135 "	Andy Kaufman
10th PVH808E	Vit, MK11 sal.	130 "	Richard Andrews

The winners of our 1982 Christmas Quiz were Jonathan and Anne Farndon with 225 points for which they will collect £4.50, the points were as follows

J and A Farndon 225 pts, Bill Haseldine 192½ pts, Paul Bennett 179 pts, Simon Cutmore 175½ pts, Mark Summersby 167 pts, Kath May 166½ pts, Chris Bailey 160 pts, Nick Grogan 158½ pts, Dave Bridle 149½ pts, Brenda Brown 149 pts, Marc Griffiths 148½ pts, Carolyn Willson 140 pts, Chris Childs 138 pts, Richard Andrews 125 pts, Tim Greenfield 124½ pts, Bruce Jopling 100½ pts, Andy Kaufman 85½ pts, and Lynda Lee 68½ pts.

One of the questions was 'What do the two International Nautical Code Flags on the rear wings of some Heralds stand for?' (two words) ... Answers ranged from Abandon Ship/Anchors Away/Help I'm no Amphicar/White Ensign/Failed Amphicar/ Bad Handling/ Rust Trap/Heave Ho, I'm Sinking/ and 'In distress and carrying dangerous load (Driver)'.

The flags do, in fact, represent 'S & V', which stand for Standard-Vignale, I wish I'd never asked. Also, I'm a bit concerned about some of the answers concerning stopping distances, especially Marc, who believes that his 1963 Vitesse 1600 requires 720ft to stop from 70mph - I recommend an urgent brake check but seriously, almost nobody got these distances correct and these seem rather important figures to remember.

After the meal and Quiz, we had a very good disco booked, which after some 'encouragement', several of our party and some others enjoyed. In between all this we had a raffle for some soft, fluffy toys, kindly donated to the Area by my mother. Note: All takings from the raffle went into Area funds to help subsidise the disco. I was pleased to see that both the ladies from the West Kent Area made off with the fluffy toys of their choice. By the way Bill, what are you going to do with that teddy bear? This was all supposed to come to an end at 11.45pm but we got a little carried away and the last member left the hotel around 1.20am. Roll on next year.

REMEMBER - our NEW meeting place is the 'Winning Post', at Whitton, nr. Twickenham, on the north side of the A316 Chertsey Road - see Nov. '82 Courier.

The next Thames Area Event is an Inter-Area Liaison with Kent (West) Area at 'The Grasshopper' in Westerham on Tues. 18th January, 1983 - make your own individual ways down to the Grasshopper - this will, I feel save time, besides it really is very easy to find being on a main road.

Future meetings at The Winning Post will be at 8pm on Thursdays as follows: 6th Jan, 20th Jan, 3rd Feb and 17th Feb. See you all there, new members very welcome and visitors too.

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

Freezing fog was not the best weather to encourage a good turnout at the December meeting, but we still managed two GT6's a Spitfire 1500 and a Herald in the carpark, and we spent a cosy evening discussing our various problems. Lack of warmth from the weather seemed to be a common complaint, but nobody seemed to take kindly to my suggestion of thermal undies and hot water bottles! We didn't think 15 mpg from a GT6 was very good, even if you have got a lead filled wellie and considerable time and thought was spent in ways of improving things - leaving the car at home and cycling to work seemed to be a popular solution, but then we were back to the thermals again!

In view of the small turnout, I decided to hold over the Christmas quiz until the January meeting - let's hope the weather is kind enough to encourage a good turnout for the first meeting of 1983, which will be on Thursday 6th Jan., at The Fox, Kelham, near Newark. Perhaps some of you from the Derby, Nottingham and Leicester meetings would like to come and swell our numbers - you would be most welcome.

WESSEX AREA NEWS, KEVIN MINNS REPORTS:

I hope that you've all enjoyed the Christmas festivities and are now looking forward to what '83 has to offer. The Wessex Area members have always been a keen bunch and I hope that the coming year will be an exciting one with us organising some larger events than in the past, perhaps a national if the organisation can be found. Back at a local level, I'll try to organise a couple of visits to other car clubs, probably in the summer as the ones I have in mind are fairly dormant in the winter. These clubs are for the Sunbeam Alpine/Rapier, that is the 2 seater sports and fastback Minx variants and the Rover P4's, 90, 100, 110 etc. (not seen much outside Bournemouth - their natural resting place). If anyone has any ideas, please let me know.

Events at the end of '82 included the Xmas Dinner at the Dormers in Wimbourne, which at the time of writing is pending and the AGM on the 28th Nov, which got me out of bed 4 hrs after I entered it. My fellow sufferers on this early morning trek were Jeremy Woodward and Nigel Needham. Neil Williamson was also present and had apparently spent the weekend in Leicester discussing new hillclimbing rules for the coming season. Most of the points arising at the AGM which will be detailed elsewhere in the Courier but I think that Richard Bruford's election to (I think) National Sports Events Organiser, will please many people who knew him before he moved. The first meeting of the New Year will be held at The Skittlers, York Road., Broadstone on the 2nd Tuesday of the month, starting at 8pm. There will also be a meeting at the Fox and Hounds, Hampreston, nr. Wimborne on the last Sunday of the month at lunchtime. If you've never attended a meeting, please try and get over to see us, you'll be very welcome.

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Send cheques or postal orders made payable to the Triumph Sports Six Club to:-

Chris Evans, 24 Holland Park, Barton-under-Needwood, Staffs.

Tel: (028 - 371) 2834

Back Issues of the Courier are obtainable from Maggie Maudsley at 50p. each.

Please enclose a large S.A.E.

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BILL SUNDERLAND - EDITOR.

40.

Car Mart

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

Spitfire, MK1, 1963. Yellow, MOT to October '83. Reconditioned engine. Fitted black soft top. Recently overhauled brakes (inc. all new shoes/pads). 5½ 'J' wheels with 2 nearly new radials (cost £38) and 2 nearly new Uniband Knobbles. 'GT' Corbeau seats. Minisport 3-point harness. Spax adjustable dampers all round. Body drilled to accept a leybars roll-bar. Welded-on brackets for sump guard. Interior light, electric wash, air horns, oil pressure guage and ammeter. Must go for £275. No offers. Contact Barry Parkinson, tel: 021422 9797.

Spitfire, MK1V, 1972. White, tax and MOT. Excellent chassis and mechanics. Interior very clean having been fitted with new carpets. £395 o.n.o. Contact: David Apps, tel: 0440 61178.

Vitesse, MK1, 1600 Saloon, 1962, black with white stripe. 2 previous owners, 62,000 miles, MOT July '83. New recon gearbox (with 12 months guarantee), good bodywork and waxoiled chassis, radio and stereo cassette, 5 white 4½ 'J' wheels, sports steering wheel, reg. No. 865 ACD. £395 o.n.o. Contact: C Voller, tel: Brighton 0273) 600809 (evenings).

'E' registered GT6 chassis and running gear with 1972 rear suspension units still to be fitted, (existing suspension partly dismantled). 1972 overdrive gearbox. Original engine completely rebuilt 3,000 miles ago by engineers. Chassis in good condition and painted while body off. 1972 Spitfire MK4 body resprayed Pimento before fitting to chassis. Engine painted and interior in good condition from Spitfire. Triple delortos unused but fitted. This car has been off the road in a garage for 4 years and at that time had done 3,000 miles since its total rebuild. A good GT6 Spitfire conv. extremely fast needing rear suspension put together. Good hood, new bonnet with louvres. £795 tel: Alloway 42110 evenings, ask for John or leave a message. Scotland.

Spitfire, MK4, 'K' reg. Knackered engine, body repairable, chassis good, stored in garage, needs loving care to put on road, come and see it. Reasonably low offers considered, tel: Alloway 42110, Scotland.

Vitesse, MK11, 1971 with 0/D. 62,000 miles. Garaged and unused for 14 months. Chassis good. Bodywork needs minor cosmetic attention but requires rear quarter valence. No MOT but will be MOT'd for prospective buyer if required. Offers. Tel: Coalville 811123 or Coalville 810030.

GT6 MK111, 1973, 69,000 miles, Magenta. Bodywork fully restored and resprayed professionally, (£2,300 worth!). Sunroof, tinted windows, new windscreen, cloth seats c/w headrests, rear incidental seat fitted, b/new SAH exhaust system, clutch, carpets. All rust removed by restorers, MOT for 11 months. Little used, lack of employment forces sale - heaps of receipts to support repairs, any reasonable offer welcome, super investment opportunity. Tel: Nigel Tilbury on 0480 69300 (St. Ives, Cambs.), for details.

Urgent sale - R.M.B. Gentry, "Kit form" - as delivered, some spares included, Cost £770.50, accept £645 - save £125.50. Mr. Butler, tel: Medway 371751 after 6pm.

GT6, 'F' reg. for breaking, spares or as a whole. Good engine. Tel: Harlow, 33997 (evenings) or 01 230 7112.

Herald Conv. 13/60, 'F' reg., white, 89,000 miles. One owner from new. New MOT, excellent condition all round. All original paintwork. Tonneau cover. Excellent running order. Offers £500+ tel: Mr. Morgan, Newport (South Wales) 63383.

Herald 13/60, 'J' reg. Saffron. Very good condition. 9 months MOT. Service record with bills to show. £575 o.n.o. Tel: Warwick 498852.

1969 Triumph Vit. 2L MK11. MOT Mar. '83. V.g.c. for year. Slate Grey/Red interior. 0/D, battery check monitor. Mortgage forces reluctant sale. Offers in the region of £475. Contact: Tony, tel: 0895 (Uxbridge) 56916 (even.), 01 709 9166 ext 343 (day).

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GT6 MK111, 1973. Mimosa. 4 new tyres with new "Carmona" wheels. Needs new carpets otherwise interior is good. 52,000 miles. MOT until Sept. 1983. Sunshine roof. Lovely car. £1420 o.n.o. Contact Jon, Tel: 01995 1896.

GT6 MK111. Mechanically sound and drives well. Body looks tatty although several new panels were fitted by previous owner. Needs respray to complete restoration. Lack of space forces sale. £325 o.n.o. Contact, David Barson, Tel: 0602 391478.

GT6, reg: STU 555J. Bodywork v.g.c. Underneath needs some attention. £650 o.n.o. Contact: L Cousins, tel: Darlington 58161 (Co. Durham).

1968 Herald Saloon 1200cc. 4 seater, 2 door, good interior, carpet faded over g/box, MOT and tax. Sweet running, engine good also gearbox, does require some repairs, welding etc. Body dent on rear bumper approx 6", rust under nearside lamp. 4 good Radial tyres. Well worth restoration, believe would make good collectors item. Offers invited. Tel: 0472 49461.

GT6 MK111, 1974 (October) N reg. Mallard Blue. O/D, servo brakes, twin SAH exhausts. £1250. For further details, 'phone Ripley (Derbys) 43869, contact D Broughton.

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GT6. E reg. Royal Blue (colour code 56). Any cond. considered, pref. with MOT. Contact: Mr K Haynes, tel: Trowbridge (0225) 782655.

Spitfire 1500. Must be in good condition. Price around £1500 - £2000. Contact: C Scrannage, tel: Warwick 498852.

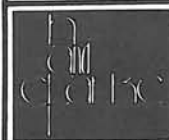
MK111 Spitfire. Must have MOT and good hood and be cheap and reliable. Contact: Nick, tel: Rugby 890190.

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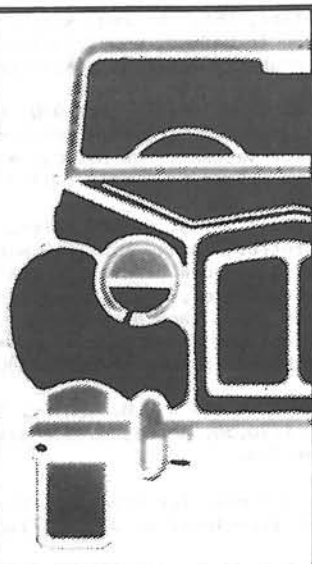
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AMENDMENTS TO HILLCLIMB/SPRINT RECORDS AS REPORTED IN THE NOV. COURIER

The OULTON PARK RECORD is held by Paul Lucas Spitfire MK11 not Kevin Ginger as previously stated.

Record: 66.24 seconds -- 18th July 1981

I also omitted to state that Hannah Pickford holds the ladies record at Prescott: Spitfire 1500 -- July 6th 1980.....63.50 (please correct me if I'm wrong Hannah), and Gurston Down -- June 22nd 1980.....55.04 seconds.

Vitesse 2 litre, 1968. Rolls Royce Blue. Genuine 20,500 miles. Good runner. MOT. Engine good but gearbox and hood need some attention. Hood does not leak! Very reliable. A few extras. Offers around £300. Tel: 01 953 3906 (evenings) or 01 954 8674 (day).

Vitesse 2 litre, MK1, Conv. Wide wheels. Spax shock absorbers. Electronic ignition. 64,000 miles. Good condition. £650 o.n.o. Tel: Southampton 767945 (evenings/week-ends).

Vitesse Estate, 1964. In nice condition. Runs well. Been used daily right up to last day of Sept. and will MOT again for 1 year. 1600cc engine. 2 spair gear boxes and parts. £500. Tel: Wisbech (0945) 64546.

Herald, 1967, with sunroof. The car is in clean but not pristine condition, bodily sound. Long MOT and is taxed until New Year, and runs very well. It has always been kept in a garage and is free from rot. Offers around £500. Contact: Michael Worthington-Williams. Tel: 0559 370024/370797.

Vitesse MK1 2 litre. Reasonable condition for year. Fitted Spitfire 1500 diff. and MK11 dash. Cosmic 5½ J wheels with 175 low profile tyres on front. Years MOT. £240 o.n.o. Tel: 540 7856 (after 6pm on weekdays).

Herald 1961, 108,000 miles. 1200cc Green/white saloon. MOT to end of year. Totally reliable engine and gearbox. Radiator, dynamo, battery replaced during last 3 years. 1 brand new tyre. All service sheets and expense accounts kept. Chassis good. Little rust on sills, bottom of doors and wheel arches. Owner (cousin of original owner) reluctant and sad to replace super car after miles of happy and trouble free motoring. Must be worth £100. Tel: Colyton (Devon) 0297 52499.

Herald 13/60, Conv. 1971. Wedgewood blue. Body v.g.c.. New outriggers and side members. 70,000 miles, but engine fitted this year has done only 40,000 miles. MOT until March '83. £750. Tel: Bradford 582691.

Bond Equipe MK2 Conv. for sale or spares. New roof, tyres etc. Needs some work hence £70 o.n.o. Tel Andy Wynne, 061 439 4897.

Spitfire MK1V, 1973, 1300cc. Crash damage to front end, will sell to interested persons in restoration of vehicle. Damage includes Bonnet, grille bumper, valances and roll bar. No mechanical fault at all. Chassis cross member needs attention. Everything else immaculate. £150 o.n.o. Contact, Kerry Gray Tel: Northwood 20336.

Bond Equipe 2 litre Conv. CBF 647H. Good condition throughout. Rebuilt engine. Full and half tonneau. MOT to August 1983. £595. Contact, David Apps, Tel: 0440 61178. Haverhill, Suffolk.

Vitesse MK1, 2 litre Conv. 80% reconditioned. All panel work completed and car in primer. Gearbox, brakes steering reconditioned. Seating etc. fully re-trimmed. Hood good. Many details completed and available, i.e. wheels shot blasted and stoved, recon. generator, new screen, door and boot rubbers etc. Good tyres. £375. Tel: Mr. Sutton, 0303 66607.

Herald 13/60 Conv. Good hood and tyres. Restoration nearly complete. New chassis parts. New body parts. Only needs tidying. Tax to Feb. MOT to June. £350 o.n.o. Contact Roy Shuttleworth, Tel: 04493 394.

TR6 1972. 150 B.H.P. Sapphire blue. 6 months MOT. New clutch, gearbox, metering unit and petrol pump. Only £1,000. Contact, Brenda Gosling - Tel: 01 4882300 (day) 01 3500708 (evenings).

New over-riders, new shocks and rubber mountings, fibre-glass sills, new starter motor, generator and other bits and pieces. Offers please for these spare parts. Tel: Farnham Common 2145 and ask for Richard.

Brand new Stromberg 150 CD Carbs. Small quantity, specifically Vitesse 1600 front (vacuum pipe, etc.) but adaptable to rear fitment and retuneable to suit Vitesse 2 litre MK1/GT6 MK1, even 13/60. £22.50 each (current retail £70), plus postage. Tel: John Mann - Chesterfield 71036.

Herald chassis for sale. 'D' reg. Genuine mileage about 40,000. Mechanical condition excellent. Chassis undamaged and no rust (Finnigans Waxoiled). 4 new Michelin XZX tyres. (Body entirely removed). Spare engine and other spares. Open to offers. Contact N E Dewing, Tel: (0327) 860304.

Vitesse radiator v.g.c. £25. D type overdrive, working order but minus solenoid £35. Pair rear 1/4 valence finishers £5. Pair rear wooden cappings - £5. Pair inner short axle shafts £8. Front suspension top wishbones £1 each. Prices open to negotiation! All items can be despatched anywhere, carriage extra. Contact: R F A Husband 19, Lower Road, Ledbury, Herefordshire.

Genuine BL Metalastic Rotaflexes suitable for GT6 MK11 and 111 and Vitesse MK11. £6.75 inclusive of post. Chrome bonnet side catch assembly. Suitable for all Triumph tilting bonnets £2.50 inclusive of post or £4.50 a pair inclusive. Bottom trunnions complete with bushes. Left and right - all the model range, £8.50 inclusive of post. Herald rear 1/4 valences £5.50 plus post. Spitfire 4, 1500, chrome boot lid trim/moulding £3.75 inc. post. Spitfire MK111 new bonnet £165. Spitfire MK111 new seats black with white piping £25. Secondhand set of 5 1/2 wheels £35. Wire wheels £5, or with hubs and spinners £10. Spitfire MK11 and MK111 hardtop £30. Good 3.89 diff. £60. Breaking Bond Equipe 1967, MK1 Vitesse, GT6 mechanics. Many good parts available. Tel: Shrewsbury (0743) 860658.

1971 Bond Equipe GT4S. Less than 50,000 miles but in farmyard condition. Prefer to sell whole car, but may break if enough enquiries. Also pair of CD 150 Strombergs with manifold. Tel: Dave on 061 480 1818.

Breaking Spitfire 111, complete engine (3000 miles, factory recon.), rad., wipers, 4 wheels and tyres (steel), gearbox, diff., fuel tank, instruments, head and front side lamps, boot lid, and MK1V rear bumper (still in protective wrapping). Offers to Geoff Parsons, tel: Huntingdon (0480) 860551.

New Triumph parts. Tool pouch No. 122745 for all TSSC cars up to 1972 - 27p plus 15p p+p. Vitesse 2 litre and 2 litre MK11 handbook - £1.50 plus 30p p+p. 948 head sets, low and high comp single carb models - £3.50 plus £1 p+p. Vitesse 1600 head set - £4.50 plus £1 p+p. GT6 MK111 door n/s - £40. Spitfire MK111 o/s wing - £10. Spitfire MK1 n/s door £15. Spitfire MK111 hood frame - £25. Rear road spring 948 conv. 1200 Coupe No. 303724 - £20. Courier Van rear spring No. 305686 - £20. Bonnet tops 948 1200 Spitfire MK4 - £10 each. Herald Estate petrol tank - £25. Plus lots more panels trim and parts for TSSC cars, also 2000 2.5 Triumphs. Contact: Alan Hurd, tel: Stamford Bridge 72230 for more details and postage on large items.

Breaking Vitesse MK11, Valencia blue/beige - excellent sunroof, good mechanics, also most 13/60 mechanics. Contact Dave Jones tel: 01 952 0815.

Spitfire MK1 - 1V overdrive gearbox - £30. Vitesse door trim panels (black) £4 each. Herald/Vitesse front side indicator light units - good condition - £5 each. Contact David Apps, tel: 0440 61178, Haverhill, Suffolk.

948cc Reconditioned Stanpart engine - £30. Vitesse spares - Offers, tel: West Wellow 22050.

1 Estate rear seat, black v.g.c.. 1 Petrol tank for Estate, v.g.c. no rust. 1 pair front seats, black, one good one needs slight repair. 1 set of Estate rear trim, black, some good some not so good. 1 pair door trims for Herald, black - excellent. 1 pair Conv. interior trims (rear) in Light Green g.c.. 1 pair petrol tank sender units for 948/1200 Herald, good working order. 17 Leaf spring from Estate v.g.c.. 1 pair of 4.11 diffs. good working order. 1 Herald 1200 dashboard, complete. 2 Rack and Pinion units v.g.c.. 1 pair of windcreens for Herald/Vitesse. 1 Thrust Bearing for 1200 gearbox (believe new). 1 Set of seat belts for Conv.. 1 1200/ 12/50 Cylinder Head, overhauled no rocker gear. 1 Pair 13/60 grilles 1 plastic 1 aluminium. 1 Heater, complete for Herald/Vitesse. 1 Pair indicator/sidelight units (2 bulb) type. 1 13/60 dashboard and facia v.g.c.. 1 Cutout for Vitesse B.90 exchange. 1 Radiator for Herald g.c.. 1 Pair windscreen wiper motors, good working order. Voltage controls regulators for Herald/Spitfire. Large selection of front and rear suspension, plus many more other smaller items. No reasonable offer refused. Contact: Kevin, tel: (0822) 832437 Tavistock.

Spitfire parts (unless otherwise indicated). Propshaft - £5. Steering rack - £7. Ashley Hardtop (MKs 1-3) new rear screen and rubber but needs attention hence £15. Tan soft-top (MKs 1-3) - £8. Cylinder Head (early engine) c/w all valves, springs rocker shaft, etc. - £8. D.200 distributor (only done 500 miles) as new £16. Herald distributor - £6. Ignition coil (2 off) 1 high performance - £1 and £2 respectively. Rear bumpers MK1 (reasonably sound but slightly pitted) - £3. Fuel pump repair kit - £2.50. Ignition switch - £1.50. Inlet manifold (MK1) - £4. Champion plugs (4) new - £1.50. Rear trunnion bushes (repair kit) - £2. Spring eye bush - £1.50. Sun visors and interior mirror (Herald) - £2. Radiator bottom hose (early Spitfire) - £1. Windscreen wiper refills (2) - £2. Contact: Barry Parkinson, tel: 021 422 9797. Delivery possible.

Secondhand SAH rear exhaust section with nearly new silencers £35 o.n.o.. Genuinely uprated gearboxes and overdrives for the enthusiast or restorer. Hillclimb/sprint units a specialty. Competitive prices. Conversions to overdrive 4 synco - £195. Conversions to 4 synco - Herald £100. Rebuilt diffs. available and ratio changes. 18 months guarantee on most products. Really tuned manifold for fuel injected engines, equal length primaries and secondaries. Increased ground clearance, economy, smoothness and horsepower. Possibly the cheapest way of gaining power and MPG on an otherwise standard engine, 140 BHP?, £200. Just like a CBX new overdrive mounting plates available - £9 plus £1 p+p, prices must rise in 1983. Catalogue of parts available with SAE. Contact: Gareth Thomas, tel: 01 579 3649.

All Vitesse parts:- MK1 engine (big end failure) incl. manifold, carbs. £25. Stromberg 150 carbs. X 6 some in bits - £10. Stromberg 175 carbs. good condition - £15. MK1 manifolds exhaust and carb. one each £5 each. Wiper motors X 2 £1 the pair. 13/60 dashboard, good condition - £5. Windscreen-£4. MK1 Vitesse rocker arm and push rods, good condition - £5. Contact: Chalky Anderson, tel: Plymouth 772312, ext. 528, during the day only.

New parts for sale:- Boxes sets of 4 Herald/Spitfire 1200 pistons, sizes +10, +20, +30, thou. Well worth buying for future rebuilds at this very low price, £15. Very late 1500 Spitfire steering wheel £8. Spit. MK111 diff. (fits Herolds) - £75. Spit. 1 1/2 carb. (rear) - £12. 1500 Spit. clutch pressure plate - £7. Spit. MK1 rear exhaust box - £4. Herald gearbox tunnel carpet, black - £8. Herald 1200 '62 onwards, complete exhaust system - £12. Second-hand parts:- Complete 2.5 P.I. system - £30. 2.5 P.I. head - £15. Spit. 1200 head - £6. Good 13/60 Herald bonnet - £45. Pair of grey Courier Van seats, unmarked - £15. All parts + postage, free delivery to local area meetings. Tel: Southam 3886.

Parts For Sale cont'd . . . /3

1 Vitesse MK1 bonnet - £10. 2 doors £6 a pair. 1 MK11 boot plate in primer - £10. 1 2 litre prop. (non overdrive) - £8. Tel: 540 7856 (after 6pm).

Many people ask me for parts I'm not sure I've got, so a general sort has produced the following:-

Herald/Spitfire/Vitesse 1600 diffs - £15 each. Vitesse gearbox - £20. Spartan 42" prop shaft - £10. Various tyres on wheels - £7 each. Elect. S.U. petrol pump - £1 each. Vitesse Conv. black seats front and rear (no cuts or tears) - £10 each. Cooling fans one steel one aluminium one plastic - £3 ea. Steering shaft - £3. Air cleaner box - £3. Control regulators £3 each. Carburettors, some overhauled - £10 each. Front springs - £6. Horns - £3. Mech. petrol pump - £4. MK11 stainless wheeltrim - £7. New Lucas large rear heater 8.25 amp ½ price. 1968 Vitesse front brake shoes ½ price. 1"X½" white Mastic 0.10p/ft. Vitesse rear lights less overider - £5. Vitesse head-lights complete - £2 each. Various switches:- dashboard, front dip switches, indicator/tail lights - 50p - £1. O/D mounting plate - £7. Brake master cylinder with extended reservoir - £3. Pair wipers with arms £4. Interior mirror - £1. Water bottle - 50p. Clutch bearing - £3. Master cylinders - £6 each. Handbrake handle £1. Gearlever grommet - £1. Gear selector lit - £3. Various choke/heater cables, with knobs - £1. Interior door handles/winders 50p each. MK1 Vitesse rear silencer £6. Rear leaf spring plate £1. Steering rack 'U' brackets - £1 pair. Starter motor - £10. Flywheel - £6. Clutch housing - £8. Heater air hoses, connectors, etc. 50p each item. Assorted light bulbs (some headlight) 20p ea. Rear hub - £4. Pair rear shelf speakers - £5. Vitesse recessed switch panel - £3. Parking light - £1. Radio aerial switches - £1. 7" headlight shells £2 each. Manual aerial £1. Coil - £3. Speedo - £8. Fuel/temp. gauges - £3 each. Solenoid - £2. Petrol tank feeder units £8 each. Column switches for lights/O/D £4 each. No. plate light - £2. Battery cables various - £1 each. Heater slider control £1. Some front and rear suspension parts. 5 splined wire wheels - offers. 3 splined wire wheels adaptors COARSE THREAD for spinners. 1 adaptor with fine thread for spinner - offers, or exchange one or more bolt on wire wheel. Vitesse/GT6 2 litre MK1 engine overhauled, standard - offers. Vitesse/GT6 2 litre MK1 engine 10.8:1 compressio - offers. Contact Chris Wren, Tel: 04895 84334.

New, unused brake calipers, suitable for Spitfire MK1 and MK11 or Herald 1200 or 1250 - offers. Vitesse passenger door, windscreen, boot lid, Herald radiator, MK11 Spitfire rearbox £10 each item. Contact Paul Butler Tel: Clevedon(Avon) 876927.

Complete rolling chassis for MK11 GT6. Very good MK11 engine. Good diff and rear suspension, good front suspension. Original wheels and trims. New brake pipes and petrol pipe. Gearbox a bit suspect, (non-overdrive). All other running gear included together with many, many other spares, new number plates and log book OJA 2035. I will also include a brand new MK11 exhaust system. £200 to good home. Body available if wanted (a bit rough) Tel: Jon, 0248 77 311.

Pair of rally seats, ex Equipe 2 litre, fit any Herald/Vitesse - £25 pair. Bond 2 litre fibreglass bonnet - £15. Spitfire MK11 front bumper - £5. Spitfire MK11 rear bumpers (no overriders) - £10 pair. Spitfire MK11 front valence - £5. Herald/Vitesse side/flasher lamp assemblies - £5. Contact, David Apps Tel: 0440 61178 Haverhill, Suffolk.

Garage full of high quality parts for Heralds and Vitesse. :ow prices. Tel: Steve Weybridge 53577 (evenings). Can deliver.

Pair of Vitesse doors. Passenger door stripped and reprimed. Drivers door needs further att. before priming. Together £10. Tel: Bradford 582691.

Parts For Sale Cont'd . . . /

I have just acquired a MK111 GT6 for breaking, also I continually break Spitfires MK11, MK111, MK1V and GT6s MK1, MK11, MK111 and I also do a postal service. Contact, Terry Murphy Tel: Chelmsford 71883.

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

Vitesse engine wanted must be first class condition. Complete car considered if cheap. Tel: Steve 01 520 2262 (days) Ware 6642 (evenings).

Needed urgently: 2 doors for 1965 Spitfire MK11. Contact Iris Johnson, 6, Walton Road, Frinton-on-Sea, Essex.

Wanted urgently:- Spitfire MK1V wheel and 4 chrome rim embellishers, Contact, Paul- Brentwood 74130.

Spitfire boot floor and Spit MK1 11 or 111 n/s rear inner wing, i.e. panel which fits gap between wing and boot lid (not inner wheel-arch). Parts must be in good condition please. Contact, Paul Sojka, Tel: Galashiels 57337 (6pm onwards).

2 rear wings for MK11 Vitesse Conv. , new or very good condition. Contact, Kevin Marshall. Tel: 0282 81281 (Barnoldswick).

For Herald 13/60: Good condition - front valance and driver side floorwell carpet. Contact: Anthony Flower, tel: Loughborough (0509) 215502.

NEWS FROM JOHN HILL'S TRIUMPH WAREHOUSE

We have a number of Spitfire MK111 bonnets, which may be of interest to members. The price being £175.00 + VAT.

In addition we have a few GT6 MK 1 and MK 11 bonnets, the price upon request.

SPITFIRES (U.K.)

SPITFIRES : GT6's : VITESSES : HERALDS :

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COMPREHENSIVE PARTS AND ACCESSORIES DEPT.

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CLUB SPARES

JOHN KIPPING:

By the time you are reading this, the season of festivities will be over and it will be time to go for the winter break in sunnier climates or on the ski-slopes. However, if there is anybody who still has any money left, or the inclination to work with the snow gently drifting up to their armpits, here are this months spares:-

Driver's Door	Spitfire 11 (late)/111	£35.00
Grille Surround	Spitfire 1/11	2.00
Engine Valances - Disc Brake	Herald	5.00
Front Grille	Herald 12/50	10.00
Front Grille	Vitesse MK11	10.00
Front Chassis Crosstube	Herald/Vitesse	5.00
Rear Overrider Rt Hand	Spitfire 1/11 GT6 1	2.50
Carpet - Passenger Footwell Tan	Vitesse MK11/13/60	6.00
Rear Seat Tan	GT6	25.00
Grille Surround	Herald 948/1200	3.00
Front Valance	Vitesse	35.00
Sills - Stainless Steel	Herald/Vitesse	12.00 each
Rear Quarter Bumper Left Hand	Spitfire 111/GT6 11	12.00
GT6 MK111 Roof Panel	GT6 MK11	Offers

If GT6 MK111 owners want a new front roof finishing strip, then I require an old one for a pattern (condition unimportant).

Finally, it is nice to hear from overseas members - do send a photo of your car if you can spare one - I have some excellent ones from Finland and Holland.

HERALD - VITESSE - GT6 - SPITFIRE - EQUIPE



TRIUMPH SPORTS SERVICES

*A small but enthusiastic Company
catering exclusively for Club cars.
NEW and USED parts stocked.
Body Repairs : Servicing : Advice*

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High Wycombe, Bucks.
Tel: Penn (049481) 4508*

Personal callers by appointment only, please.

NEW SPARES

*Vit. Front Outer Bumpers - £3.50 each
Vit. Rear Bumpers L/H - £3.50
Vit. 13/60 Front Over-riders - £4.00 each
Herald/Vit. Rear Over-riders - £10.00
Herald/Vit. Tonneau Kits - £16.00
Herald/Vit. Rear Mud Flaps - £4.50
Herald/Vit. Kick Plates - £2.50*

All inclusive of VAT but plus p. & p.

CLUB DIRECTORY 1983

AREA ORGANISERS, names, telephone numbers, meetings places of area group and meetings day [s]

AREA	AREA ORGANISER(S)	Tel. No.	VENUE	MEETING DAY(S)
ANGLIA	Barry Newitt	0223-841407	Coach & Horses Inn, Trumpington, Cambridge	1st Thursday
AVON	James Sturgeon	0272-568170		
CORNWALL	Richard Cunningham	0872-78549	Various	Last Friday
DERBYSHIRE Jct.29	K. Singleton / K. Green	0246-68941	Elm Tree, Heath Village	1st Wednesday
DEVON	Stan Walters	0752-700555	Dartmouth Inn, Totnes	Last Sunday
EAST BERKS.	John Reed	0628-33365	Uncle Tom's Cabin, Cookham Dean, Nr. Maidenhead.	2nd Wednesday
ESSEX	Barry Thurgood	0279-812675	Dukes Head, Little Burstead	2nd Sunday
GLOUCESTER	Richard Flower	0242-510145	Golden Hart, Nr. Birdup	Last Tuesday
GRANADA	Andrew Head	061-427 1378	Dog & Partridge, Stockport	2nd Tuesday
HANTS & SURREY	Tony Beale	048 62 68338	Royal Oak, Pirbright	2nd Wednesday
HEREFORDSHIRE	Jim Rickards		Green Dragon, Bishops Frome.	1st Wednesday
HERTS. North	Kevin Walker	0462-55949	The Red Lion, Offley	1st Tuesday
HERTS. South	Jeremy Hurst	0707-57156	[changing at the moment]	Last Wednesday
KENT	Martin Radford	0322-21056	Cock House Inn, Detling	2nd Monday
KENT (WEST)	Lynda Lee		The Grasshopper, Westerham	3rd Tuesday
LEICESTER	Ian McKeggie	0858-63934	The Cock Inn, Arnesby	4th Thursday
MILTON KEYNES	Geoff King	0908-567263	The Fountain, Loughton	3rd Wed./1st Sun.
NORFOLK	Ian Eastwood	0603-663855	Kings Head, Hethersett	2nd Tuesday
NORTH EAST	Tony Lambert	0632-562577	The Holystone, Shiremoor	1st Monday
NORTH LONDON	Steve Willis	0707-51769	Old Hall Tavern, Chingford	Various
NORTH MIDLANDS	Don Halliday	0889-881566	The Three Crowns, Stone	3rd Thursday
NORTHERN IRELAND	Andy Scorgie	0265-822826	Various	1st Saturday
NOTTINGHAM	Geoff Fletcher	060 76 66147	Redgate Lodge, Castle Donington	2nd Wednesday
OXFORD	John Cudmore	099 389 555	The Grapes, Yarnton	2nd Wednesday
RIBBLE AREA	Chris Gardner	0772-54469	Anchor Hotel, Esprick	2nd Monday
RUGBY	Andy Jones	0203-452541	Fox & Hounds, Claycoton	2nd Monday
SALISBURY	Hugh Davies	0980-23517	Greyfisher, Salisbury	1st Thursday
SCOTLAND	Nigel Waddell	041-427-4340	Beech Tree Inn, Dumgoyne	2nd Wednesday
SCOTLAND, South East	Kenneth Archibald	031-334-0148	Eurocrest Hotel, Edinburgh	2nd Sunday 1 p.m.
SHEPHERD	Michael Thomas	095 02 286	Lerwick Hotel,	1st Sunday
SOMERSET	Nick Bradbury	0278-662698	The Rising Sun, Knapp	Various
SOUTHERN	Tony Farby	0329-232605	The Good Intent, Horndean	1st Tuesday
SUSSEX	Colin Harrison	0444-413607	The Five Bells, Chailey	3rd Sunday
SWINDON	R.E. Tanner/T. Steel		Peterborough Arms, Dauntsey	1st Monday
THAMES	Leon Guyot	01-947-7659	The Winning Post, Whitton	Alternate Thursdays [fortnightly]
TRENT	Mike Costigan	0636-814050	The Fox, Kelham	1st Thursday
WALES, North	Mike Stewart	0270-625322	Various	Various
WALES, South	Tim Davies	0656-863426	Castell Mynach Pub, Llantrisant	2nd Wednesday
WARWICKSHIRE	Carolyn Tocker	0926-496398	Racehorse, Warwick	3rd Thursday
WESSEX	Kevin Minns	0202-602152	The Skittlers, Broadstone	2nd Tuesday
WEST MIDLANDS	Tony & Janis Spicer	021-353-9961	Various	1st week of month
WORCESTER	Trevor Brotherton	0386-6547	Coach & Horses, Harvington	4th Tuesday
YORKSHIRE, South	Chris Stabler	0302-743579	Oakville Hotel, South Milford.	1st Wednesday
YORKSHIRE, North	John Genders	075 92 4367	Oakville Hotel, South Milford	1st Wednesday
YORKSHIRE, West	Nigel Weedon		White Bear, Norwood Green,	1st Tuesday