

for enthusiasts by enthusiasts

SPITFIRE & GT6

Featuring Spitfire, GT6, Herald, Vitesse and other Triumph-based Cars

M A G A Z I N E

features

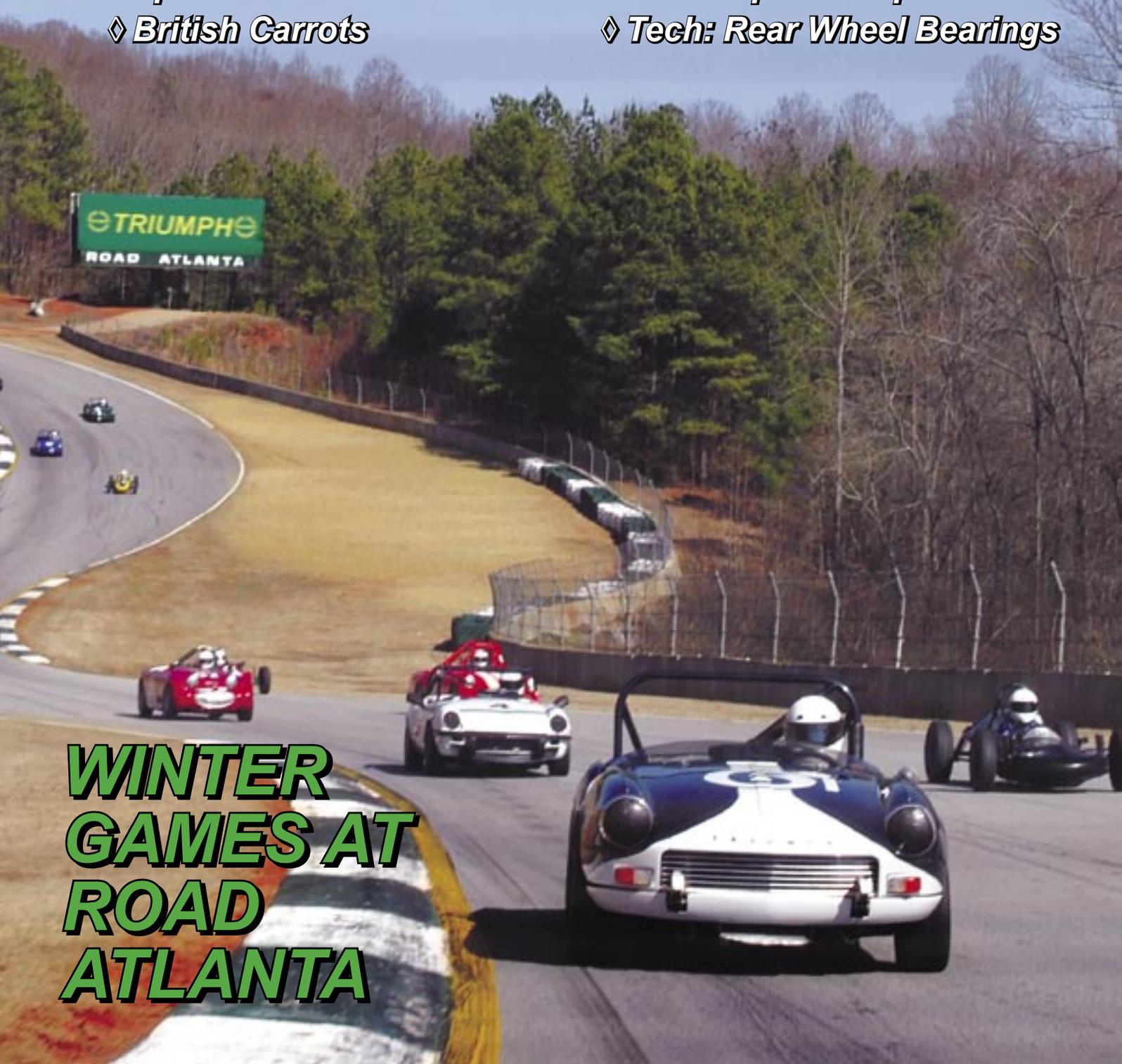
Issue #38

◆ *Spit to GT6 Conversion*

◆ *Tech: Tips for Tops*

◆ *British Carrots*

◆ *Tech: Rear Wheel Bearings*



**WINTER
GAMES AT
ROAD
ATLANTA**



FREE CATALOGUES

A BRITISH COMPANY SUPPORTING BRITISH CARS

TRIUMPH parts centre

FULL RANGE OF PARTS & ACCESSORIES

**Great prices!
Great service!**

WANT A PROFESSIONAL PARTS SERVICE AT THE RIGHT PRICE? COME TO THE EXPERTS

We stock MG Rover and Land Rover parts too.

Rimmer Bros tick all the boxes:-

- ✓ **Competitive prices**
- ✓ **Great customer service**
- ✓ **Efficient mail order anywhere**
- ✓ **World's largest Triumph stock**
- ✓ **Free catalogues**
- ✓ **Trade enquiries welcome**
- ✓ **Easy to use website**



75,000 SQ FT OF SPACE



PARTS PICKED FROM 1000'S OF LOCATIONS



SALES OFFICE



TRIUMPH STAG
BRITISH MOTOR HERITAGE APPROVED

**STAG · TR2-8 · SPITFIRE · GT6 · HERALD
VITESSE · DOLOMITE · 2000/2500**

MG ROVER

AUTHORISED PARTS DISTRIBUTOR
Original Parts & Accessories

ROVER SD1 · ROVER 75/45/25
MGF/MGTF · MG ZT/ZS/ZR
ROVER 200/400/600/800
METRO/MINI · MAESTRO/MONTEGO

LAND ROVER

AUTHORISED PARTS DISTRIBUTOR
Original Parts & Accessories

RANGE ROVER CLASSIC/P38A/SERIES 3
DISCOVERY 1 & 2 · FREELANDER
DEFENDER · ROVER V8 ENGINES



SALES COUNTER & VISITOR CENTRE

VISITORS WELCOME
We are open:- MON - FRI; 8.30am to 5.30pm,
SAT; 8.30am to 1pm.

PARTS SALES & ENQUIRIES
Tel: 01144 1522 568000

Trade Enquiries: 01144 1522 567111

Fax: 01144 1522 567600

E-mail: sales@rimmerbros.co.uk

www.rimmerbros.co.uk

Rimmer Bros. Triumph House, Sleaford Rd (A15),
Bracebridge Heath, Lincoln, LN4 2NA, England.



Order on-line
www.rimmerbros.co.uk

BROWSE OUR CATALOGUES ON YOUR PC

All our Catalogues & current Price Guides are available on one CD.
Small charge is made to cover burning & postage.



SpitBits

Spitfire & GT6 Parts Specialist



- **Quality Parts at Competitive Prices**
- **Over 50,000 Parts in Stock**
- **Free and Online Catalogs - Spitfire and GT6**
- **Web Specials and Secure Online Ordering**
- **New and Used Parts, With Big Savings on Both**
- **Fast Delivery**
- **Sales and Technical Service, So You Get the Right Part the First Time**

**Check out our
website for a list of our
current monthly specials.**

USA Sales

800•201•0494

Outside USA Sales

916•645•3726

Tech & Customer Service

916•434•0645

SpitBits

www.SpitBits.com

P.O. Box 281

Lincoln, CA 95648

**Triumph Spitfire & GT6 Specialists
New and Used Parts**

Gas prices have sky-rocketed in the US again, almost setting new highs. Many people are contemplating trading in high MPG vehicles for new better MPG vehicles. And at \$4+/gallon, it is not hard to understand why. But, when I look at the new models available and their performance for miles per gallon, I have to wonder what happened to the improvements and efficiency of these new cars.

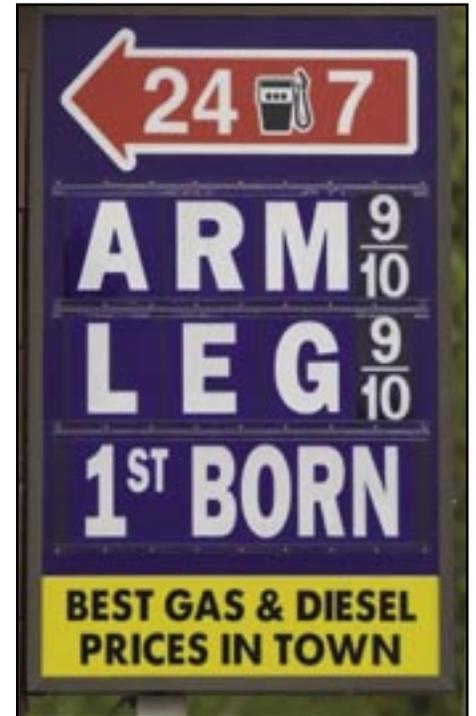
To make my point, let me quote a couple examples back from the early days of the gas crisis, the late 1970's to early 1980's. Volkswagen produced the Rabbit, a small 4 person car in various set-ups (2 dr, hatchback, and 4 dr) and the gas engines managed 40-45mpg. Diesel engines in the same models would get 48-52mpg. I owned two of these, a 1981 Rabbit 2 door hatchback, and a 1981 Rabbit Sport Truck. The hatchback had been purchased new by my father and he logged every drop of fuel that went into it. At 100,000 miles I bought it from him, and drove it for another 75,000 miles before selling it to my cousin after I bought the Rabbit Diesel Sport Truck. While driving the hatchback I logged every gallon of fuel and kept track of the mileage just like my father did. During the summer it would average 52mpg and in the winter drop to 45mpg. The diesel truck performed almost as well, averaging 50mpg in the summer and 44mpg in the winter.

I know VW also made the Golf & Scirocco models that got similar mileage, and there were other import brands that gave similar results for fuel. These cars were not "hybrids" or "extended-range electrics", they were standard internal combustion-engined cars and they did very well for their time. In 2011 the only way to get mileage above 50mpg besides riding a moped or bigger motorcycle is with a Toyota Prius at 51city/48highway. I know some of you would say that the EPA calculates MPG differently now as opposed to back then. True, but I know from my own fuel logs what I got back then dividing the mileage by the number of gallons to give combined, actual MPG. That should be the same as today. Even my 35 year old Spitfire with proper tuning manages a respectable 35MPG on the highway, and I have heard from several readers that achieve 40+MPG from their Spitfires.

With all the improvements and new technologies out there, shouldn't we be able to drive combustion-



Thanks to everyone for your photos & stories. Please keep them coming! They will be used in a future issue.



engined cars that achieve more than 50mpg by now? Were the engineers and designers of the late 1970's to early 1980's better than those of today? Have combustion engines reached their limit? Let us know your thoughts...

Until next issue, see you on the road...

Howard

howard@triumphspitfire.com

Contents

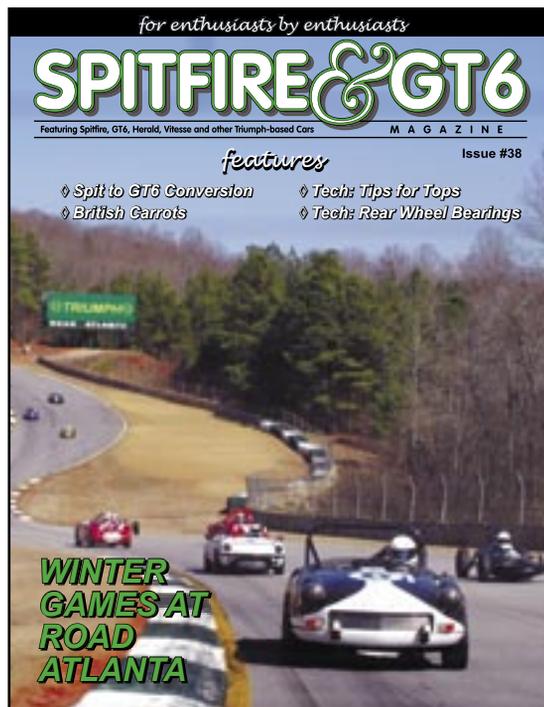
issue #38 - Spring 2011

	6	MAILBOX
	7	INDUSTRY NEWS
	8	LITTLE BITS OF SPITS
	9	CAPTION PHOTO
	12	READERS' RIDES
	16	HISTORY - WOODWARD AVENUE
	17	HISTORY - BRITISH CARROTS
	18	READERS STORY - SPIT TO GT6 CONVERSION
	24	FEATURE - VDCA WINTER GAMES
	28	VENDOR VISIT - VISIT TO PRI, OREGON
	31	SPIT TECH - CONVERTIBLE TOP CARE
	32	SPIT TECH - TIPS FOR TOPS
	34	SPIT TECH - REAR WHEEL BEARINGS
	37	SPIT TECH - MIRROR IMAGES
	36	SPIT TECH - IMPROVED RADIATOR
	39	CLUB SCENE - BUCKEYE DAFFODIL TOUR
	43	AND FINALLY: WWTT?
	44	CLASSIFIED ADS
	45	AUTOJUMBLE

THE ARTICLES IN
THIS ISSUE
WERE SENT BY:

Bob Spruck
Hazen Wardle
Robert Tate
Howard Jefferson
Bruce Miles
Bill Tilford
Magazine Staff

POSTMASTER:
Send Address
changes to:
Spitfire & GT6
Magazine,
PO Box 30806,
Knoxville, TN,
USA, 37930-0806



The staff of Spitfire & GT6 Magazine expresses its sincere gratitude to the many supporters and suppliers of stories, photos and technical information.

SPITFIRE & GT6

magazine

PUBLISHER

Profiles Marketing Group

EDITOR & DESIGNER

Howard Baugues, howard@triumphspitfire.com

ADVERTISING

John Goethert, johng@magazinepublisher.com

PRINTING & PRODUCTION

MagazinePublisher.com • 1-865-690-4941

CORRESPONDENTS

Gregory Hertel—Eastern Canada Correspondent

Bob Spruck—Southeastern USA Correspondent

Darryl Hurter—South Africa Correspondent

Stephan Sieburg—Swiss Correspondent

US SUBSCRIPTIONS - \$15 US

P.O. Box 30806, Knoxville, TN 37930

1-800-487-3333

EUROPEAN SUBSCRIPTIONS - \$20 US

Beach Croft Cottage, School Lane

Baslow, Bakewell, Derbyshire, DE45 1RZ

England

or visit **www.magazinemuseum.com**

for **US and European Subscriptions**

CIRCULATION QUESTIONS:

Tom, staff@magazinepublisher.com

1-865-690-4941

ISSN 1550-7718

© 2011 Profiles Marketing Group. Reproduction in whole or in part without permission is prohibited. Because the stories are reader written, please be careful and use good judgement while working on your car. We accept no responsibility for damages or personal injury. It is not our intent to breach any copyright or offend anyone with this magazine only glorify Triumph name and their wonderful cars. This magazine is in no way affiliated with Triumph, Leyland Motor Corp. or BMW, although that would be nice!



ON THE COVER

The cover features Turn 6 of VDCA at Road Atlanta, as seen from the Pace car. Bob Spruck captured this image.

Read more starting on page 24.

LETTERS TO THE EDITOR

Dear Spitfire & GT6 Magazine...

MAGAZINE

Dear Editor,

You publish a fine magazine that I enjoy reading. I only wish I had more time to contribute content.

Sincerely,

Robert MacKenzie

President, Hill Country

Triumph Club

president@hillcountrytriumphclub.org

www.hillcountrytriumphclub.org

Robert, thanks for your note and thank you for the compliment.

We enjoy seeing articles come in from all over the world about our beloved Triumphs. This winter has seen a drop in submissions, possibly due to lack of activities during the long, cold winter.

Hopefully you & the Hill County Triumph Club can send in some photos and a write up of some of your adventures for a future issue.

Howard~



New ones I have found in our magazine at around \$400 +/-.

Thank you, and your reply would be appreciated.

Karl J. Schmitt, SLTOA

Karl,

I have heard of people using both the 3.63 and 3.27 in place of the 3.89 original diff. If you have extra HP then the 3.63 would do well. The 3.27 would cause you to be very slow off the line, but would be great for open road driving. I think I know of at least one person that installed a 3.63 I can connect you with to talk shop if you want.

Personally, when my diff died I replaced it with another 3.89, as I have an OD transmission. 3.89s are cheap to come by used. I did drill & tap a drain plug in the bottom of the replacement diff so I can change the gear oil each spring and not worry about running old oil.

Howard~

ISSUE 36 COVER



Dear Editor,

I've been a reader of Spitfire & GT6 for several years, so I know the look and tone of the magazine is generally wholesome.

However, before I could

take Issue No. 36 home, where my children would see it, I had to rip off the cover. I don't mean to sound like a prude; I'm sure your exchange with Show-Me girls was all in fun. But the cover photograph visually puts this issue in the same creepy category as the low-rider magazines I see sold at convenience stores – maybe even worse, since the Show-Me girls looked quite under-aged. In choosing cover photos in the future, I hope you'll adhere to the same tasteful restraint that Triumph's display in their styling.

David Spence
Dallas, Texas



David,

Thank you for your email.

First, let me say that both girls that appeared on the cover of issue 36 were of legal age. Julie (left) was 21 and Hayley (right) was 19 when that photo was taken in 2010, we have signed releases from them. Both were local college students working at Show-Mes restaurant. What they were wearing, while revealing, is legal attire in public in all US states and is shown on primetime television daily.

If you visit any public pool or beach these days you would see much less being worn, and many high-class sports magazines honor these beautiful women on their covers. You could use these covers as a teaching moment to your children for what they will see out in the real world.

If you would take a minute to look through some of Standard-Triumph/British Leyland's past advertising, I believe you would find many examples of ladies in similar attire in or near the beautiful styling of the Triumphs.

As to reaching the level of "creepy category as the low-rider magazines", well.... you are entitled to your opinion. But there was nothing inappropriately exposed in that cover photo.

Howard~



Julie Jones posing with her poster of the cover of issue #36, which was framed and now hangs in Show-Mes Restaurant.

INDUSTRY NEWS

This section is designed to inform readers of news, announcements and new products involved in our hobby.
Send announcements to: P.O. Box 30806, Knoxville, TN 37930 or info@triumphspitfire.com

The Triumph Detective

by Hazen Wardle

As unique and classy as the GT6 itself, the lead character in "The Triumph Detective," Resche Plimpton, is every bit as unique and classy in his own way!

This story introduces you to Resche, a private detective, and shares what makes him tick, while taking you along on one of his interesting cases.

Quirky, yet fascinating, Resche manages to retain a client and solve the mystery that was brought to him, even though he would take time out to look for the elusive Elvis while on this case.

Hazen Wardle's first book, "The Triumph Detective" is out for Kindle and is drawing good reviews from readers. Hazen is a Triumph GT6 owner/restorer and has first-hand knowledge of the suffering that Triumph owners go through to keep and use their beloved cars.

The printed version of this story will be out later this year and we will let you know when it becomes available, or you can follow **Resche Plimpton** on **Facebook** for more info.

Until then, if you do not have an e-reader, you can download a free computer version for the Kindle that lets you read Kindle books on your computer. Just search for "Free Kindle reader" on Amazon.com

To download Hazen's book, go to Amazon.com and search for "The Triumph Detective" in the Kindle store.

We hear that Resche is already well into his next case, and that will also be posted on Amazon when it has been completed. 🌀

The Triumph Detective

a Resche Plimpton Novel



Hazen Wardle

Weird, Wacky & Wonderful!

Triumph 3 speed



Found on Craigslist by Hazen Wardle of Idaho, 1975 Triumph 3 speed - \$95 (Boise), Comes with bike rack and a Brooks saddle seat. Pretty good condition-need tubes and tires.

Triumph Pens



Today, I went to Staples to get a binder and other supplies, so I could sort all the Triumph documents I have collected in the past couple of years. I found the perfect pen to write down my notes!
Submitted by Louis Boudreault

Triumph in Lands' End

Hey, noticed this over the weekend. Spring Lands' End catalog. TR4a I think (it seems to have a wooden dash)
Submitted by John in Tennessee



Spitfire Pipe

Here is my new Spitfire Pipe, from Italia. Keep up the great work, longtime subscriber, Peter Davison - 66 MkII

From the web:

Spitfire by Lorenzo - Filtro - Bent - Stromboli - Polish
The Spitfire Filtro has a Double Filter tenon, which allows a 9 mm. filter to be used by removing the adapter. We will choose a beautiful HALF or FULL BENT pipe that is sure to please. A great smoke at a great price! Large bowl with height between 1.5 in. and 2 in. Cloth sleeve and box included.



You write the caption



This photo was sent in by Amy Lafrentz. Her daughter Audree was fascinated with the drivable toy cars at Peyton Manning Children's Hospital in Indianapolis this winter. Audree had gone in to have tubes put in her ears, but she took the time to check under the hood before driving.

Next issue...



This photo was sent in by Jerry Schmer of Spokane, Washington

Send your caption suggestions to info@triumphspitfire.com or P.O. Box 30806, Knoxville, TN 37930-0806

Last issue and on TriumphSpitfire.com, we asked readers to send us suggestions for a caption for the photo to the left. Listed below are some of the responses.

the captions

LITTLE BITS OF SPITS

- Stupid vapor lock!!
- Darn rice rocket!
- What's a dashpot?
- I need a bigger engine!
- It isn't a Triumph, no oil leaks.
- Broke downagain.
- It's got a Lucas ignition!
- Maybe Swiper took the sparkplugs.
- Charging this takes too long, I need a super charger.
- I bet I can fit a Rover V8 In there.
- I heard a rattling-noise under the hood...
- Checking on the Gerbil charger.
- Downfall of Eurobarbie Car/doll combination was Lucas electrical system.
- Barbie's first experience with a Lucas electrical system.
- Barbie working on Ken's "to-do" list.
- But Mom....Daddy says #@%@*&***^%\$ all the time when he opens the bonnet of his Spitfire!
- Where has daddy put the engine now? He'd better stop playing with MY car!
- Papa says this is where all the wrenches work, just like his Spitfire.
- This car is bigger than Dad's...
- Wouldn't have the hood up if it was a Spitfire.
- Seriously?? More horsepower than a stock Spitfire?
- This thing breaks down more than my Spit!
- Spitfire? I don't see where it spit's fire!
- Next time my Spit breaks down, please do not tow it to Mattel's Auto repair!
- If I stand here long enough maybe someone will help.
- Wow I thought this color sucked, look at that motor.
- Wow I knew things were bad at Ford, but this is insane.
- Despite massive cutbacks in their design dept., MG still managed to produce their finest sports car.
- FORD-fix or repair daily.
- Well there's your problem! Its American!
- Man, these new cars are all plastic!
- Eat your heart out Jay Leno.
- Darn Japanese cars always breaking down....
- Where is the engine?? Damn electric cars!!!
- Hmmm, is there room for a turbo in here?
- Trim a little off the fenders and a bit off the front inside and I think we can install the mega battery with a fake hood scope to make extra clearance just like dad's Spitfire.

And FINALLY...

Lucas, you're a poo-poo head!!!!

back issues **only \$4.95 each** are available

SPITFIRE & GT6 MAGAZINE



All Issues Available on CD or as downloads online. Find details on our website or call 800-487-3333

www.MagazineMuseum.com

More Weird, Wacky & Wonderful!

Russian Spitfire

Predrag N. Latic sent in a calendar from his local "Old-timers" car club. It is loaded with nice cars & bikes. You can see his yellow '76 Spitfire in the bottom row of photos.

1982
АМК
ВЕТЕРАН-ВОЖДОВАЦ

АМК ВЕТЕРАН ВОЖДОВАЦ
 Устанicka 55, 11000
 Београд - Србија
 Тел.: 011/2491-394,
 Факс: 011/2442-654
www.veteran-vozdovac.rs
info@veteran-vozdovac.rs

КЛУБ ВЛАСНИКА СТАРИХ МОТОРНИХ ВОЗИЛА!
 Двучени, четворци 17.80 цикава и пронађено ауто клубе Вождовац, ул. Вождовац Стана 7. Клуб од власника моделе креирају за: Симонија Феликс, Симонија, Саудија, Рабунери... Члановима клубе можда помагају и окуп старе историје клубе, делове и литература и направила се годишњим изложбама у Србији...

51. СУСПЕР OLD TIMER-а
 организован 11. јуна 2011. у 25. години рада клубе, са изложбом, аукцијом... 100% поврата, 30% лекција, награде по категоријама за одрживост... Пригласи и позови награде...

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 190 1984
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

VW 130 1965
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

VW 130 1965
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

ALFA ROMEO 1300A 1980 T1 1209 g., ALFA ROMEO 1300 GTV 1980 g. B1. Тараси Т. Раковић, 063 270 940

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

ALFA ROMEO 1300A 1980 T1 1209 g., ALFA ROMEO 1300 GTV 1980 g. B1. Тараси Т. Раковић, 063 270 940

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

МЕРСЕДЕС 170 D 1980
 Бр. Милош Н. Поповић, 063 271 801, mln@veteran.rs

	Јануар	Фебруар	Март	Април	Мај	Јун	Јун	Август	Септембар	Октобар	Новембар	Децембар
20	3 10 17 24 31	7 14 21 28	7 14 21 28	4 11 18 25	2 9 16 23 30	6 13 20 27	4 11 18 25	1 8 15 22 29	5 12 19 26	3 10 17 24 31	7 14 21 28	5 12 19 26
11	4 11 18 25	1 8 15 22	1 8 15 22 29	5 12 19 26	3 10 17 24 31	7 14 21 28	5 12 19 26	2 9 16 23 30	6 13 20 27	4 11 18 25	1 8 15 22 29	6 13 20 27
1	8 15 22 29	5 12 19 26	2 9 16 23 30	6 13 20 27	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24 31	7 14 21 28	5 12 19 26	2 9 16 23 30	7 14 21 28
2	6 13 20 27	3 10 17 24 31	3 10 17 24 31	7 14 21 28	5 12 19 26	2 9 16 23 30	7 14 21 28	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24 31	1 8 15 22 29
3	7 14 21 28	4 11 18 25	4 11 18 25	1 8 15 22 29	5 12 19 26	3 10 17 24 31	1 8 15 22 29	2 9 16 23 30	2 9 16 23 30	7 14 21 28	4 11 18 25	2 9 16 23 30
4	1 8 15 22 29	5 12 19 26	5 12 19 26	2 9 16 23 30	7 14 21 28	4 11 18 25	2 9 16 23 30	6 13 20 27	3 10 17 24 31	1 8 15 22 29	5 12 19 26	3 10 17 24 31
5	2 9 16 23 30	6 13 20 27	6 13 20 27	3 10 17 24 31	1 8 15 22 29	5 12 19 26	3 10 17 24 31	7 14 21 28	4 11 18 25	2 9 16 23 30	6 13 20 27	4 11 18 25

10

Spitfire & GT6 Magazine • "for enthusiasts, by enthusiasts"

Spitz Revisited

Spitz??

Spitz Seeds. Sunflower and Pumpkin Seed. Original, Seasoned, BBQ, Chili Lime, and Dill Pickle. Available in Cups, Bags and Buckets.



<http://www.spitzseeds.com>



Back in Issue # 33 (Page 10) the Weird, Wacky & Wonderful section of the magazine had a photograph of Spitz (which are a huge snack food here in Alberta).

Bow Island, Alberta is the home of Spitz and is a 50 km drive from where I live. I had meant to stop by with my GT6 and grab a photo or two, but events (purchasing more cars) conspired against me. After being parked for 5 months due to our winter I finally got the little car out for a drive this past Saturday.

A bit of information on my car: 1968 Triumph GT6 Mk1 that left the factory on 26 February 1968 (one week after my 5th birthday). All the major bits are original and its an original Canadian car having arrived in Toronto ON back in 68.

John Bulmer, Medicine Hat, Alberta

back issue bundle!

now available

less than \$2.50 per issue

only \$49⁹⁵ plus shipping

SPITFIRE & GT6

MAGAZINE



20 Printed Back Issues Available in one bundled shipment. Get all the issues you've misplaced for your collection of all things Triumph. Find details on our website or call 800-487-3333



Offer good while supplies last.

www.MagazineMuseum.com

READERS RIDES

READER'S RIDES



1968 Triumph GT6 Mk1 ▲▼▶

Owned by André Rousseau, Ottawa, Ontario
10 years of twists and turns. 10 years of fuel and oil. 10
years of ups and downs. 10 years I could never take back.
Thanks everyone and most important Laura who 10 years
ago said "FINE!" Only I was not smart enough to know that
was not the same as fine you can have the car.



To have your car featured in the next issue and on
the TriumphSpitfire.com website, e-mail us at
info@triumphspitfire.com
or mail to:
P.O. Box 30806, Knoxville, TN 37930 USA



1979 Spitfire 1500 ▼►
Owned by Chris Bratten, Kentucky



▲ 1978 Spitfire 1500
Owned by Bob & Sara Arnett, Terre Haute, Indiana



1975 Spitfire 1500 ▲►
Owned by Howard Jefferson,
Pikerington, Ohio



READERS RIDES



▲ 1972 Spitfire MkIV, Owned by Dinos Ktenas, Greece



▲ 1980 Spitfire 1500, Owned by Curt Havens, Windham, Connecticut



▲ 1978 Spitfire 1500, Owned by Renee Diggs, Williamsburg, Virginia



◀▼ 1979 Spitfire 1500, original Pageant Blue, Owned by Udo Ammicht, Germany





▲ 1978 Spitfire 1500, Owned by Tommy Fjeldberg, Norway ▲



1968 GT6 Mk1
◀ Owned by Don Backe, Camarillo, California



To have your car featured in the next issue and on the TriumphSpitfire.com website, e-mail us at info@triumphspitfire.com or mail to:
P.O. Box 30806, Knoxville, TN 37930 USA

A Trip Back In Time on Woodward Avenue

by Robert Tate, Michigan

One of the oldest streets in Detroit, Michigan is Woodward Avenue. Woodward Avenue was named after Augustus B. Woodward, a Detroit connection since 1805. Woodward Avenue was designed to be the most important street which connects with GrandRiver, Gratiot, and Jefferson. This planning was done by Judge Augustus Woodward back in the early days when Detroit was a healthy economic base and investment capital for the emerging automobile industry.

Detroit was a bustling city in the 1890's with a population of over 200,000 people. There was an assortment of store merchants, bicycles built for two, and ferry boats going from the foot of Woodward to Belle Isle, where you could watch a band concert play. Many historical sites are still located along Woodward Avenue which includes The Detroit Public Library, The Detroit Institute of Arts, and the Detroit Historical Museum. I remember when the department stores, Hudsons, and Kerns and Vernors were located on Woodward Avenue.

In 1909, the stretch of Woodward Avenue, between six mile and seven mile road, became the first mile of road in the world to be paved with concrete. I wanted to highlight images from the past regarding the famous Woodward Avenue from horses and carriages to street cars and automobiles. Woodward Avenue was a route that everyone used. Woodward Avenue holds considerable culture significance and was designated a Michigan Heritage route by the Michigan Department of Transportation Design division in 1999 and as a national scenic byway by Federal Highway Administration

Woodward Avenue circa 1908



National scenic byways program on June 13, 2002. Today, Woodward Avenue light rail project will begin in 2012 and completed by 2016. A proposed light rail system on Woodward is in works which will run from Hart Plaza to the former Michigan State Fairgrounds near eight mile road. The cost of the project is estimated at about 450 million.

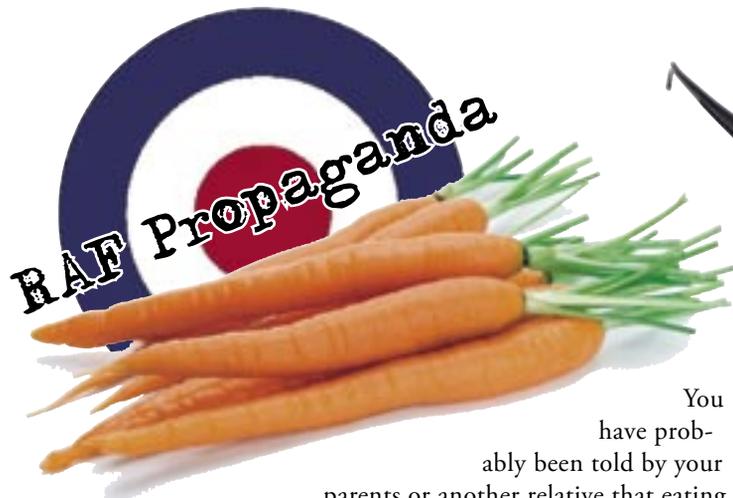
The Woodward Dream Cruise actually started as a small fundraiser to raise money for a soccer field in Ferndale, Michigan. In August 1995, Nelson House and a group of volunteers looked to relive and recreate the nostalgic heydays of the 50s and 60s, when youth, music and Motor City steel roamed Woodward Avenue, America's first highway. That year, 250,000 people participated—nearly ten times the number expected. The rest, as they say, is history.

Today, the Woodward Dream Cruise is the world's largest one-day automotive event, drawing 1.5 million people and 40,000 classic cars each year from around the globe—from as far away as New Zealand, Australia, Japan and the former Soviet Union. North American cruisers from California, Georgia, Canada and all points in between caravan to Metro Detroit to participate in what has become, for many, an annual rite of summer. This year's Dream Cruise is on August 20, 2011.

www.woodwarddreamcruise.com 

Woodward Avenue Dream Cruise circa 2009





Carrots Improve Eyesight?

by Magazine Staff

You have probably been told by your parents or another relative that eating carrots would help your eyesight, and you had to eat them all off your plate or you might need glasses. Did you ever wonder where they learned about that? Well, when we found out we were ready to call mom and let her know that she had been told a big lie.

While carrots do contain Vitamin A and beta-carotene, which is important for healthy eyesight, skin, growth, and resisting infection, eating them won't improve vision. The source of this "folklore" actually can be traced back to the British Air Ministry as World War II storytelling. That's right, wartime propaganda, a fabrication of false origins!

Why would Britain's air ministry spread a story about carrots improving eyesight? It was a cover-up for the Royal Air Force. As the German air attacks increased against England, the ministry spread the word that a diet of these vegetables helped RAF pilots see Nazi bombers attacking at night. That story was spread to cover the real reason for the success of the RAF, the use of Airborne Interception Radar, also known as AI. This secret new technology assisted in spotting some enemy bombers before they reached the English Channel.

The British Military was trying to prevent the Germans from finding out about the new radar detection systems helping protect the island country, so they made up a somewhat plausible explanation for the rapid increase in Nazi bombers being downed. The British press joined in and stories soon began to spread about gifted personnel controlling the defenses. Lieutenant John

Cunningham, an RAF Bristol Blenheim medium bomber pilot, was nicknamed "Cat Eyes" because of his excellent night vision in spotting Nazi planes in the dark of night. Of course, Cunningham's strong night vision was touted due to his love of carrots! Other news stories stated that pilots in the RAF were fed large amounts of carrots to strengthen their vision as well.

This propaganda was so strong that the general population of England started consuming larger servings of the orange root veggie to help them see better during the frequent blackouts.

The truth that was being hidden was that the RAF had equipped several older Bristol Blenheims with the new AI radar and belly mounted machine gun packs. The Blenheims were slow, but the radar aided them in locating incoming Nazi bombers and the RAF pilots could drop down, surprising the Nazi bombers from above and send them into the channel before they could reach the English shores.

The Blenheims were configured with an arrowhead-shaped transmit antenna in the nose, and a pair of dipole antennas placed well outboard on the leading edge of each wing. Targeting was through lobe switching, with the AI operator directing the pilot to turn in the direction of the strongest echo. Getting useful results was difficult, but for that time it was the best Britain had for defense. Ground radar was also being developed at that time, but resources had been directed into the airborne system early in the war.

This early airborne radar system proved a great defense and work continued to improve the range and effectiveness. Later versions were installed in faster bombers and fighters with improved success. However, the British Intelligence Agency never felt the need to retract their earlier propaganda, so we are all forced to eat carrots to improve our eyesight... until now! ☹️



Bristol Blenheim medium range bomber



Bristol Blenheim cockpit

Sources:

- Dale, Rodney. "The Tumour in the Whale" London: Duckworth, 1978. ISBN 0-7156-1314-6 (p. 107).
- Henahan, Donal. "Britain's Closest Call." *The New York Times*. 31 December 1989 (p. G11).

- Ogley, Bob. "Surrey at War" London: Froglets Publications, 1995.
- Schwarcz, Joe. "A Carrot a Day." *The [Montreal] Gazette*. 28 March 1999 (p. C6).

Spitfire to GT6 Conversion.

by Hazen Wardle, Idaho



SOMEDAY...

THE FELLOW WHO SOLD IT TO ME TOLD ME IT WAS 'NEARLY PAINT READY.'

I started this project back in '95 when I purchased a 1967 Triumph GT6. At the time I had no clue what a Triumph was, but the price was right: \$1500. I also had no clue what I was in for. (I'll stop typing long enough for you readers to chuckle at my folly). The fellow who sold it to me told me it was 'nearly paint ready.' Boy was he ever wrong. (Again, another chuckle pause).

As I drove it over the next two years I discovered many problems as I tried to touch up the last few items before I finished the primer job. First it was the crack across the nose and light tubes of the bonnet. Turns out it was bondo up to an inch thick hiding bad body-work, and rust had moved in underneath. It also had a hole in the front of the bubble where the AC Delco alternator rubbed through due to a lousy conversion from a generator. But here's an interesting stroke of luck. One day when I left work I found a note under a

wiper, stating the person who left the note had a bonnet if I wanted to check it out. Two trips into Salt Lake City (one for eval and one with cash and a rig to haul it) and I was the proud owner of 'new' GT6 bonnet. (This guy had a spit-six project go sour). The new bonnet needed minor work, including a nickel sized hole below a turn signal. My brother was in the middle of a body-work course at a local technical college, and for \$25 for primer he took it and revamped it for me. (Turns out there is indeed more work needed on the bonnet, but I'll save that for another time.)

Quarter panels were shot and rusting out along the bottom, and one of the previous owners had attempted to flare them. They were brazed all around the wheel wells, and coated with yet more bondo. Both floors and complete rockers were rusted out, so bad that I could reach through the inner sills in places to the rockers. The floors were bad enough I was afraid either seat would fall through the floor while I was driving.

'WHOA, SORRY, I DIDN'T SEE YOU DOWN THERE!'





Then one day some guy in a jacked up Chevy Blazer (or was it a Ford Bronco) rear-ended me as I sat at a stop sign. 'Whoa, sorry, I didn't see you down there.' So now I needed a new rear valance (and maybe an orange flag?) Turns out it was shot too and needed to be replaced anyway.

Two quick side notes you'll smile and nod in knowing agreement over. Aside from the horn button, my car never had logos attached to it when I was driving it. One day I came out of a store and found some 'old guys' (I use the term loosely now but at the time I was only 23) were looking at my car trying to decide what it was. I of course set them straight, and one of them did the old 'see, I told you so' bit.

The other item was when I parked at the tail end of some curb-side parking at the local university. I did not notice I was a mere 2 feet into a red zone. The University cop who gave me the ticket marked it down as a 'Miat'. Obviously he was unsure as to whether it was a Miata or a Fiat. Silly rent-a-cop. It's a Triumph!

Back to the story.

In early '97 I made my first purchase from Victoria British-complete rocker systems, floor boards, rear valance, and the standard battery tray. Unfortunately the business my family purchased went under and I got married. I've been strapped for cash and time ever since and those were the last major components I would buy for 13 years. That's not to say I blame my wife-it's just my priorities changed and the car had to wait.

Just before I got married in '97 I parked the GT6 and tore it apart, hoping the few items I purchased would be enough to fix it, saving the quarter panels for later.



Fast forward to around 2006. I finally got a bit of time to start doing some real work. I started with refurbishing parts, such as stripping and de-rusting parts, such as suspension pieces. I also tore the passenger side rocker out and got the new one refitted, though it never occurred to me to weld in supports.

After more work I discovered both the upper and lower a-pillars were shot-covered in thick rust, pitting and severely weakening the metal. Thankfully I had donor parts from a wrecked '69 GT6+ parts car I had purchased years prior.



READERS STORY



I got the passenger side mostly buttoned up and moved to the driver's side, only to discover that all of the same pieces needed to be replaced. The entire firewall also needed replacing, but I was able to salvage the dash top with some minor de-rusting.



In order to remove all of the front end pieces of the body I drilled out the spot welds with 3/16 drill bit, though I have since moved on to 1/4" as the size is more effective.

At this point I am up to spring of 2009, and the entire front end of my car has been un-welded and held together with self-tapping screws. Think jig-saw puzzle.

Spring 2010, I purchased an upper a-pillar and passenger side quarter panel from Rimmer Bros along with a few other parts. Boy, I sure wish they would have included the jamb part of the upper a-pillar. I had to fab this part as mine was, you guessed it-shot.



I did have some bracing installed for the driver's side but removing the lower a-pillar required removing everything surrounding it and I lost the integrity and effectiveness of the bracing.

Seeing the price of new sheet metal parts, I decided to build a bending brake and fab my own cross-members and lower a-pillars. The cross-members were fairly easy to build, but getting the lower a-pillar was tough, and I am still sure it is not good enough. Unfortunately I just winged it on the passenger side back in 06.

By the end of 2010 I had both sides replaced and re-installed: New or refurbished upper and lower a-pillars, inner and outer rocker pieces, complete floor pans, and refurbished lower firewall sections. But I discovered a few things:

- 1) *The doors would not align-I had rebuilt the passenger side lower firewall section incorrectly, and with a half-baked lower a-pillar, the door was way out of whack. I was able to make some adjustments but they were ugly and I got it mostly right, but not enough.*
- 2) *The firewall shelf was excessively rusted, and aftermarket parts are not available, so I set out to build one, welding up positive and negative stamping die for use in a press.*
- 3) *I discovered the inner part of the beel-board was rusting out in places, and I feared the trunk floor and the lower bits of the inner wing-strengtheners behind the quarter panels to be excessively rusted.*
- 4) *The emblem portion of the body on the rear had been dented severely and covered with more bondo and had cracks and splits in the horizontal 90 degree bend areas. This piece will need to be patched or replaced. Hopefully that small English wheel I bought will be able to handle this job if I cannot find a suitable donor. I wish I had known years ago when I cut-up the '69 for scrap that I would have needed it.*

Basically, everything below the coup top and wing windows needed to be replaced, and I was having troubles with the front half of the tub as it was. I am not sure if I had screwed it up beyond salvage or not. I was honestly ready to be done with it and just finish up the front half of the tub, install new quarter panels and the rear valance, and call it good; ignoring the door fitting and the rust I knew was hiding and eating at the other parts. That, and periodically my wife likes to nag me about never having a garage for her car ever since we've been married (*friendly at first, but recently she is getting more serious. It's been 13+ years. Can you blame her? Go ahead and laugh, you know what I mean.*)



I BROKE DOWN AND BOUGHT IT, REALIZING THAT I COULD BE RISKING MY HAPPY HOME FOR DRAGGING HOME ANOTHER PROJECT.

This brings me to mid-January 2011. I was perusing the local Craigslist and discovered a fellow not a mile from my house selling various triumph parts. I thought what the hey, I'll go check 'em out. Turns out he had a '65 spit tub he had done a lot of work on, and it was on a rolling chassis-nothing else; no bonnet, no bumpers, no electrical. But what I was interested in was the firewall shelf. I thought if the price was right I could

yank that sucker out and save myself the trouble of building one. I went and looked at it one more time, and he said he would sell it for \$100. Turns out he is a body man with too many projects and he wanted to make room for his three other Triumph projects and a Mustang.

I broke down and bought it, realizing that I could be risking my happy home for dragging home another project. But for a hundred bucks, I was money ahead even if I only salvaged the firewall. I needed the front valance as well, so that was a bonus. Those two pieces alone were worth the purchase if I gave the rest of the car away.



Just for kicks I cleaned out the car to evaluate its true condition. The floors were caked with dirt, dog hair, and other random bits of stuff. Once cleaned, I realized the tub was in exceptional condition, short of some light surface rust. Thankfully the previous owner had replaced the trunk floor and rear valance, and had kept it under a carport.

Thinking about the 'new' tub over the next week or so I realized it was in too good of shape to just tear apart, so I toyed with the idea of converting it into a GT6. I checked with the folks in the newsgroups and got a varied consensus as to the feasibility of such a project. I then took many measurements and realized it could indeed be done if I prepped things correctly.

The second week of March, 2011 I performed what I have dubbed a 'Spitfire-ectomy'—I removed the trunk pieces and the dash pieces of the Spitfire tub. But before doing this I welded in bracing pieces across both doors and in two places across the trunk area.



On the GT6 I installed a junk windshield frame and welded angle iron from the wing window areas to the front lower corners of the windshield frame. There is no telling where I will need to place the coup top once it has been removed, so I did this as a precaution to prevent anything from getting bent. (I also discovered that having the frame there balanced it better). At this point I drilled out the spot-welds of the quarter panels and the inner strengtheners, and once I had the quarter panel removed, I used an angle-grinder to remove the remainder of those spot welds. I had



READERS STORY



to cut through the upper part of the B-pillars to separate the top from the rest of the body. I also sliced through the lower valance. There is also a support for the top that is welded to the top of the wheel wells. I cut a large rectangle around the base of these as it will be easier to remove the welds with them separated from the car. At this point I was able to successfully separate the top from the base, and moved it over to the decapitated Spit body.



I then removed all of the good parts from the old and now defunct GT6 body, and it is slightly depressing to say, but I spent a mere two hours undoing what took me over 13 years to accomplish (though I probably had less than 5 years of sporadic work into it)

That brings me up to right now. What I have to do from here is:

- 1) *Weld in the dash*
- 2) *Finish prepping the top for welding to Spit-tub.*
- 3) *Replace the driver's side rocker panel, inner sill, and cross-member, fix the small dents in the rear valance and a few misc places, and replace the quarter panels on both sides.*
- 4) *Rebuild or replace the outer wheel-wells, and replace the quarter panels*
- 5) *Replace the battery tray and few of the angle supports on the firewall, and straighten a few dents and patch a hole.*
- 6) *I may have to replace the driver's side floor pan, and I may do it just to have it done when I do the rocker and the cross-member, though at this point the jury is still out on the necessity for that.*
- 7) *Replace the drive-shaft tunnel as the GT6 has body-to-chassis hold down bolts holes built in and the '65 Spit does not.*

If I am not mistaken, this should finish up the tub and it will be truly **'paint ready'**

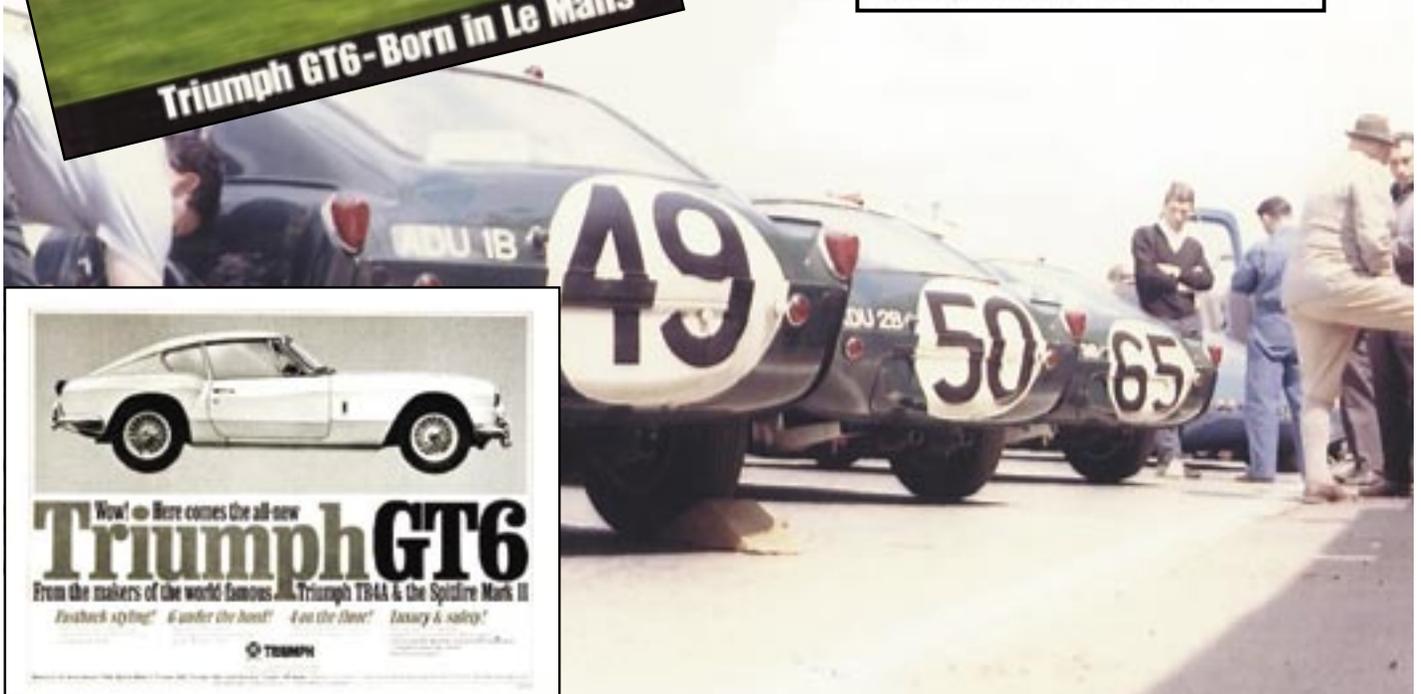
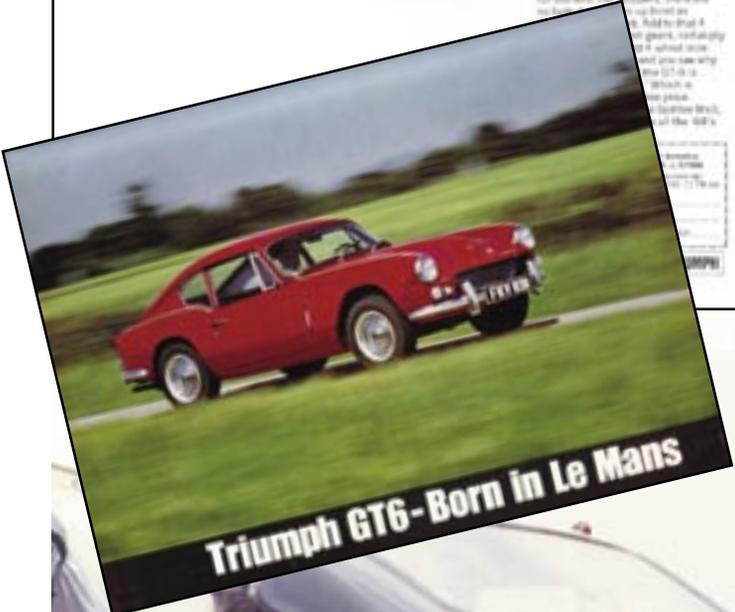
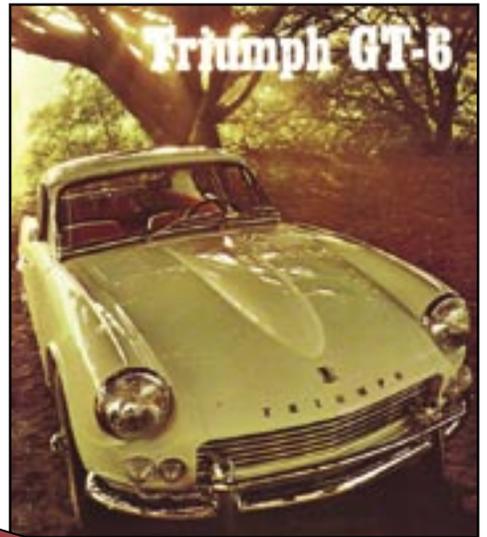
Now, you may be wondering why I did not just build a Spit6 or CGT6, that would have been so much easier. Well, two things in that department. First, I don't want to be another 15 years collecting parts, and two, I prefer the looks of the GT6.

Hope you have enjoyed my story up to this point. It's been long and tedious, and spanned by many years of doing nothing. I have a long way to go, but I feel I am money and time way ahead of where I was before I bought the Spitfire. You can definitely understand my desire to get my car back on the road. After fourteen years of sitting I am getting antsy to drive it again, and my wife wants the garage-a concession I fear I will have to make until I get a place with a two car garage. That, and I need to prove my family wrong. I parked it before I got married in '97, and when my oldest son was born they frequently teased me that he would be driving it before me. Well, he is now 12 and I am not yet done. The clock is ticking and my car is patiently waiting, so I better go find something to do on it as my son is getting closer to driving age by the minute. 🍷

“has no parallel”
Road & Track Magazine



Triumph GT6 And they weren't kidding about our GT6. It's the only car in its class with an engine under the hood. That's for starters. For starters, there are no starters. Add to that a 1600 cc, 160 hp, 160 mph top speed. And you see why the GT6 is the best of the best. At the 100's.





Turn 6 at Road Atlanta

Spitfires Triumph at VDCA Winter Games, Road Atlanta

by Bob Spruck, MotorMouth/south

Each year for the past eleven years, the Vintage Drivers Club of America has held one of the last race weekends in the country at Roebing Road Raceway near Savannah, GA on the second weekend in December. And, for the past two years, they have held one of the first races of the year at Road Atlanta in February. That gives us a very short off season to work on our cars, make improvements, rebuild if necessary, and just plain take a break. The longest break for VDCA racers is from the May race at Summit Point to the September race at Roebing. That's just as well since that is the "hot" season down south! The weather in the South during December and February has been known to be quite reasonable and good for racing, although the opposite has also been experienced. Last year VDCA was able to answer their members' requests for a race at the fantastic Road Atlanta facilities, but the only date RA could give them was February. Both of their Winter

Games in Atlanta events have been blessed with un-wintery sunshine and unseasonably warm temperatures (60-70 degrees), but have been bracketed by some untypically cold, nasty, windy, and sometimes white weather before and after each race weekend. Nobody seems to complain about this island of race weather in an otherwise typical winter season in the South, however, and RA has become one of the favorite VDCA events, not only because of the weather and the track, but because of the chance to really unbridle those old horses on the long straights, serious elevation changes, and high-speed turns of this professional style road course.

February 18-20 was no exception. In order to spread the fun, share the costs, and provide some track time, VDCA arranged their nine vintage Groups into three Race Groups. This innovative scheduling allowed the BMW CCA to share the track with the vintage group once again. In addition, Dark

SPITFIRE & GT6

magazine issue #38



Side Driving Events used three sessions on Saturday and three on Sunday to provide its autocross members some time on a real track to get a taste of some real racing. In order to spread the fun even more, VDCA provided four sessions on Friday for any non-vintage racers who wanted to learn the track, test their car, or just get some time on track for a very reasonable fee. These opportunities for the three diverse groups attracted some very non-vintage cars that we all enjoyed seeing and hearing. The results for the nine groups and three Race Groups of vintage cars can be seen at www.mylaps.com.

Every VDCA event includes the famous (perhaps infamous?) Gimmick Race that is worth telling about here. Doug Meis, VDCA's Technical Director, appears to be a very serious and rather staid person. After all, he is a lawyer and deals with very serious issues in his every day job. He is also very serious about his responsibilities with VDCA, since he has to be fair and reasonable, and keep everybody happy. However, his humorous and devilish side comes out when he conducts the Gimmick Race at each event. This time, he hit on a set

of rules that may be the best yet and could even become the standard for the future. Envision six teams of three race cars each, any class, any group, any speed, plus one runner on the ground. The number one cars of each Team line up on the grid near pit out, the number two cars of each team line up in the hot pit with the number three cars behind them. Way back near mid-pit stands the designated runner for each Team. All the number one cars go out on track to make one lap to the start/finish line, two more laps at race speed, and then enter the pits on the fourth lap. The driver stops his race car at a designated pit stall and passes off a "baton" to the Team runner, who sprints it up to his Team's number two car. The driver of the number two car then takes the baton and rushes on track, makes his 3.8 laps, comes into the pits, passes off the baton again to the out of breath runner who sprints again to their third car, who then.... Sounds simple, right! The advice at the drivers meeting when the rules were explained and hard copies passed out emphasized the importance of the speed and endurance of the runner. Each Team was told the race would



Rob Stewart getting ready to win his race in his '67 Spitfire

be won by the Team with the fastest (i.e. youngest and most fit) runner. Makes sense, right? Well, the first group goes out on track. All the people in the pits are counting the laps and are surprised when the first two cars come down the front straight instead of having come into the pits to exchange the baton. The third car does, in fact, come in, proving the guy with the degree from Princeton can at least count to four. The rest of the cars come in and the baton passes go as planned,

although the runners seemed to have the hardest and most pressure packed job. The first two fastest cars, making five laps instead of four, are hopelessly out of contention. The people in charge of making sure the incoming cars stop safely at the correct place to make the baton exchange move the exchange point further away from the next group of outgoing cars and the people in charge of the outgoing cars also moved them further away from the incoming cars – the poor runners had to run further each time to meet their incoming car and reach their outgoing car with the baton. Not fair at all! Nobody mentioned that little trick at the drivers' meeting!!

The winning team was comprised of three Spitfire racers, Rob Stewart, Tim Slater, and Mark Craig, who dubbed themselves "Team Spittoon". In car one, Rob counted off his out-lap, 2 flying laps, and his in-lap correctly and came in after the correct number of laps. But Tim in the number two car had fallen asleep in the hot pits waiting for the first driver and runner, and had to be awakened by Brent Owens, the runner, before he could get his car started and get on track for his four lap stint. Mark, in the third car had an eventless session and brought Team Spittoon home in first place.



Tim Slater had his trusty '62 this weekend



Brent Owens' 1969 Herald hot rod showed up at the track

Team Zapata, a bunch of guys from the Nashville area placed second. V. Carl George (MGA), David Bearden (911 RSR), David Conrad (MGA), and runner Ashley Felts (running a vintage Felts) confirmed that the fastest cars or runners didn't necessarily win. You just had to be able to count to four. The runners took quite a while to catch their breath and recover from the heavy workout. Doug didn't even have to change the rules mid-race to disqualify anybody as he usually does - they seemed to do that all by themselves. The lap counting faux pas probably won't be repeated next time, but I'm sure, knowing Doug, there will be some other kink thrown in somewhere to

keep things interesting.

After all the practice fun and the real fun in the Gimmick Race, Sunday's feature races still offered plenty of excitement. Race Group 1, comprised of the smaller displacement cars from Groups 1, 4, and 9 kept things neat and clean with all 16 cars that started, finishing the race 8 laps later – no DNFs or mechanical problems – only a bunch of passing trying to catch the front runners. As he has done so frequently in the past, Rob Stewart started on the pole and let nobody past for the next sixteen minutes. Phil Wickes bobbed in his Mini and let Mark Craig (Spitfire) and Andy Russell (Midget) by for a lap but then got back by Andy before the checker waved. Formula Vees comprised almost half the grid and had their usual thrilling race, all seven of them posting best lap times within two seconds of each other!

Duke Waldrop in his 1970 Caracal fought hard for his .2 second lead over second place Vee John Fuchs in the rare and beautiful 1969 Kellison while Mike Ennis in his 1969 Lynx was a distant .4 seconds back in third place.

Another great weekend of vintage racing is in the books on a superb track, with better than hoped for weather, great parties, unique cars, happy drivers, lots of track time, free enduro, a fun fun fun Gimmick Race, and a club atmosphere – that's the VDCA style. Experience it yourself at the sweet spot of the VDCA schedule – the Wild Hare Run at VIR in April and the Jefferson 500 at Summit Point in May. 🏁



Johnny Johnson in his '62 Spit



Made in Oregon: A Visit to PRI by Howard Jefferson, Ohio

During my son's Spring break in March, 2011, we flew out to Portland to visit with his grandparents. His grandmother suggested that we pay a visit to the Wildlife Safari Park in Winston Oregon. Since we had the opportunity to travel to southern Oregon it gave me a very good reason to visit Performance Research Industries (PRI) in Sutherlin Oregon.

Sutherlin is located just north of Roseburg Oregon, or about three hours south of Portland. My son and I traveled down on Interstate 5 on one of the few nice days that the state had in about a month (they broke several meteorological records that month).

Chris and James Cancelli showed me around the shop and briefed me on the goings on at their facility and we visited with them for about an hour. When I made arrangements to visit, Chris told me; "We don't really have a 'store front' per-say since our business is all internet."

Chris Cancelli started the business in San Diego in 2000 However, moved up to Oregon in 2002, at his sister's suggestion, in part due to the cost of living and business in San Diego. Just a few years ago his brother James moved up to Oregon to help with the business. Oregon has virtually no sales tax, and with one of the busiest interstates cutting through town, it was a no brainer. Their website via the internet has become their store front, coupled with ease of access to shipping.

When I arrived, James was manning the front desk. He led me into the work area where I discovered that they had in process several Spitfires, a GT6, an Austin Healey, and several other cars.

The Yellow round-tail Spitfire is for an owner out of Seattle. Chris was making it as 'street-legal' racer. Modifications included removing the seams over the rear quarters, extending the fenders out, 'chopping' the wind screen to give it a boat look (the owner works for the Seattle Port Authority), a rear diffuser on and under the tail, and that racing bonnet.

The GT6 is also getting a full work over, including the Ford standard five speed transmission modification, sound proofing, and the PRI adjustable Independent Rear suspension (IRS) System with Disk brakes. Chris was very proud to show off this including the brakes, adjustable shocks with springs.





Each also came with Chris's special engineered replacement hubs. Unlike some aftermarket hubs that bolt straight on to the existing, and in turn extend the tires further beyond the fenders (and cause them to rub and wear), these are designed to be direct replacements for the hubs. They allow the mounting of larger modern rims and wheels, without having to alter the wheel wells.



Chris also showed off the Independent Rear Suspension system. These are designed to be direct replacements for the current single leaf spring and shock system in the Spitfire and GT6. The two in-



dependent arms bolt right up into same place the springs do, using standard tools, and parts readily available for Triumphs. Furthermore, the kit has adjustable shocks for those that need to 'tweak' their car to get that just right ride and handling.



Chris showed me some new products, including the complete rear axle with new hubs, ready for modern rims and tires. They are also very proud of their motorcycle cross over, Mikuni Carburetor Kits for the Spitfires (including a Spit-6 variant), GT6 and the Austin Healey. Chris showed me examples already set up on several vehicles. The PRI staff tells me that these carburetors are simpler than the SU, Webbers, or Strombergs with less moving parts and yet will increase horsepower nearly that of fuel injection, without the complexity. The carburetors are already setup for quick installation, and should need nearly no adjustments. Chris mentioned that there were a few owners out there that still tried to get the



VENDOR VISIT



most out of their cars, and like to tune these carbs more so than they are already. He does provide additional needs, and of course support if owners have problems.

He wanted to emphasize that these parts are produced here, in the United States of modern materials and engineering and have been designed to go on with standard tools. These are changes that had Triumph survived to the Computer Age they might have incorporated into their vehicles. When asked about where these items were made, he explained that he had his designs and specifications farmed out to various workshops in the area, most with CNC machines, in the local area. Chris told me that over the last several years, with the US Dollar weak, he has gotten more orders from overseas, especially from the

UK and Australia for his performance parts. Made in Oregon, USA. Exported to the world.

I was quite impressed with the facility, tour, and work performed at PRI. My thanks to Chris, James, and Kenny (the three legged dog, but that is a different story).

Howard is a proud member of Buckeye Triumphs & NASS 🇺🇸



Convertible Top Care

from the 75 & 76 Owners Manuals

The soft top is made from P.V.C. material and is supported by a hinged frame. The assembly folds down into the rear of the car and is protected by a soft top cover.

The important thing to remember is that moisture is your top's enemy. If you put some sort of dressing on the top, make sure it dries fully before you lower the top. The same applies if you simply wash your car- never fold down a wet top.

After washing your car, always use a separate towel to dry the window. Blot the water off, do not rub. Use Meguiar's #17 Plastic Cleaner followed with a coat of Meguiar's #10 Plastic Polish exactly according to directions to clean up any hazing or scratches. Do not rub hard or you will end up with ever more scratches.

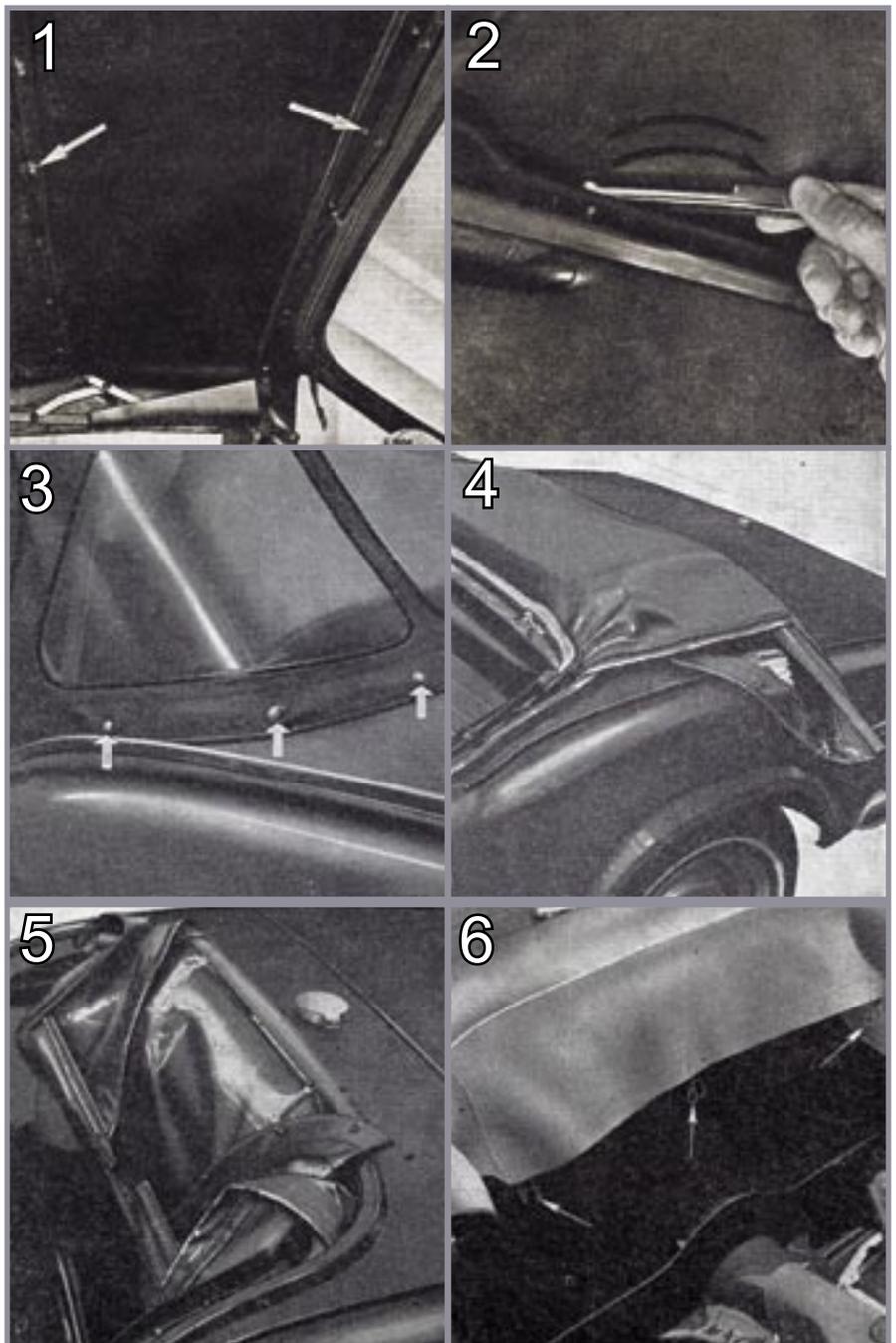


Lowering the Soft Top

Mk3: Unclip the fasteners securing the fabric to the second hoodstick (Fig.1) and tilt the seats forward.

Mk4-1500: Unclip the fasteners securing the fabric to the center and rear hoodstick (Fig.1) and tilt the seats forward.

Both: Release the soft top header rail from the windshield frame by turning the catch levers in the direction shown (Fig. 2) and the fasteners (four each side Fig.3) securing the edges of the hood to the body. Push the soft top header rail rearwards and slightly upwards while knocking the second hoodstick forwards, until the assembly begins to fold. **DO NOT PULL** the second hoodstick downwards. Continue lowering the frame and pull the fabric flat over the luggage compartment lid (Fig. 4). Fold the fabric forward over the hoodsticks and turn the sides inward (Fig. 5). Ensure that the Vybak windows are free from distortion and the hood fabric is not trapped by the hoodsticks.



Soft Top in the Down Position

Retain the soft top in position by fitting the cover (Fig. 6) as follows:

Attach the cover to the fasteners and continue working towards the center and locate the three hooks on the cover under the bottom hoodstick.

Raising the Soft Top

Unfasten and remove the hood cover (Fig. 6). Fold the sides of the hood fabric outwards and pull the fabric rearwards over the luggage compartment lid. Lifting the soft top header rail, raise the assembly sufficiently to allow the fabric to lie evenly over the frame.

Secure the fasteners (four each side Fig. 3.) to the body. Locate the soft top header rail on the windshield header rail and turn the levers (Fig. 2) inwards. Knock the center hoodstick rearwards as far as possible, and secure the fasteners (Fig. 1). ☺

Tilford's Tips for Tops by Bill Tilford, Kentucky

Windscreen Leak Stop



How many times have you been caught out in the rain when driving your Spitfire? We have all experienced the waterfall that pours in between the top of the windscreen and the rubber seal on the top (hood). Sometime back, while on a road trip with Geof Bush, a fellow Spitfire owner, such an experience occurred. We had the problem but he did not. He had installed a self adhesive rubber strip on the metal trim cap on top of the windscreen. He had obtained this strip from a friend who works in the rubber industry. Not being blessed with such a friend I devised a similar method

with Frost King weatherstrip part #V23W. It can be found at Lowes or Home Depot and I am sure at many other home centers and hardware stores.

My wife Marie came up with a variation of the placement of the new seal. We put it on the rubber seal on the front of the top where it meets the windscreen. This causes the seal to be unseen when the top is up or down. The boot cover hides it when it is in the down position.

Not one drop of rain came in when we got caught in a very heavy rain the day after we installed it on the top.



Cure For The Drafty Top



You have felt the breeze on the side of your face in the winter as you take your car for it's monthly sojourn to keep everything free and lubricated. I have used two methods to eliminate this problem.

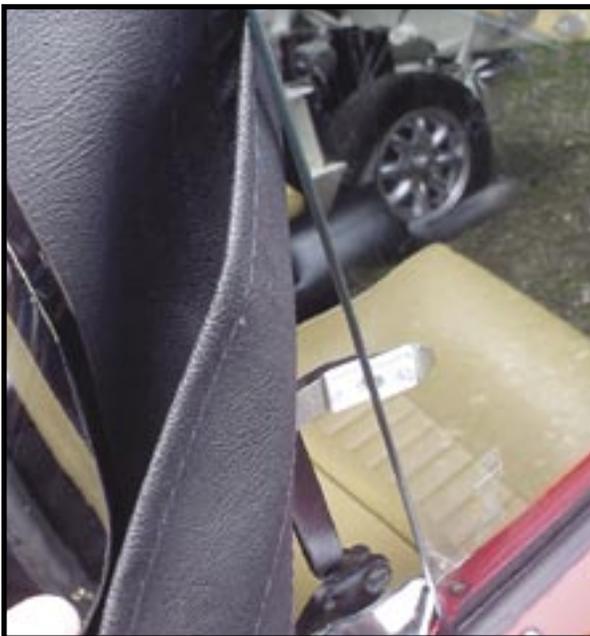
First: The top almost never meets the window glass at the rear of the door. The result is a low pressure area that sucks cold air and rain into the cockpit. Not very pleasant. I used a clip from an old garage door remote to push the top against the glass. Most garage door companies have a box of old remotes and will give you a couple of clips for free.

Flatten the clip in a vise until it fits snugly over the forward most vertical top frame bar behind the glass. You may have to bend it out slightly to make contact with the window. It will push the edge of the top gently against the glass and Presto! The draft is eliminated. Don't worry the clips will go far enough down into the top well so you don't have to remove them each time you put the top down.



Second: Most tops either shrink over the years or just plain don't fit along the area at the top of the door window. To combat this have your trim shop sew a strip of Velcro™ along the edge of your top. Then take the other half of the Velcro and pop rivet it to the plastic covers on your top frame. When you put your top up just stretch the top on the sides and press it to the frame. Snug fit every time.

Be sure to remember to free up the Velcro before putting your top down. 🍷



Rear Wheel Bearings

by S/G Magazine Staff

Next on my list of fixes is replacing those rear wheel bearings. Although they are not yet making noise I have no idea when they were last changed... and while I have the whole rear end apart... might as well. Again, cheap insurance.

And as in the u-joint rebuild story I have included reference numbers (#) that correspond to the numbers in the diagram at the bottom of this page.



Now for the special tool... you will need a hub puller. They may be available from Canley Classics (01676 541360, www.canleyclassics.com) and Triumph Sports Six Club (www.tssc.org.uk) in the UK. They also come up on ebay from time to time.

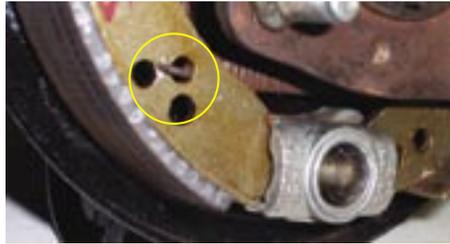
GETTING TO THE BEARINGS



As with the u-joint rebuild article in issue 16 the axles will need to be removed. Remember, you will be pushing hard on your tools... secure the car well! At this point I put penetrating oil on EVERY nut and bolt under there and let it sit for over night.



Once the whole assembly is out begin stripping all the brake components.



Take note of the location that the springs (1) clip to the brake shoes pulling them together.



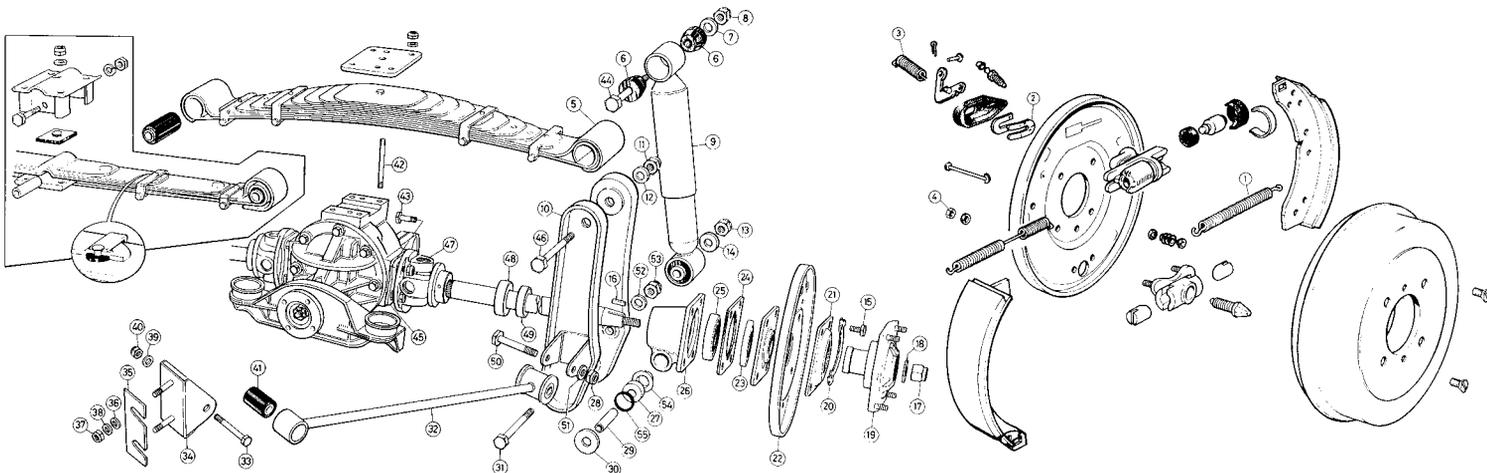
I marked the parts with D & P (for driver's and passenger's side) and F & R (for front and rear.)



Another awkward removal is the clips (2) holding the wheel cylinder to the plate. Awkward due to the crud that builds up and covers the clips making them difficult to see how to remove. After a good cleaning removal is easy by trial and error. Installation can be equally as tricky. Again note the clips' locations.



Mount the whole thing into a vise, loosen the big nut (17) few turns and bolt on the hub puller. It is important that you do not take the nut off completely as the puller works with great force and can fly across the room when the hub comes loose. The nut will keep things in place. A 1 1/8 inch socket on a "breaker bar" or even better, an impact wrench can be used to turn the big bolt pushing the hub off the axle.





A view with the hub off.



A close up of the hub (19). Note the key (16) is shown still sitting in the slot.



To remove the backing plate (22) remove the four bolts (15), bolt springs (20) and bearing cover (21).



Under the backing plate is a bearing cover containing outer seal (23). Under that is a paper gasket (24).



The outer bearing (25) is now exposed. With the nut (17) still on axle tap the axle back through the hub with a hammer. Method #2 is to drop the assembly, nut down, onto a forgiving surface, such as a piece of wood. The axle will pop out.



The axle should be free of deep scores or a new axle will need to be used. Also check that the slot that holds the key (16) has no broke places.



The hub contains two bearings: a ball bearing (25) on the outside and a needle bearing (49) with its dust cover (48) on the inside. To remove the outer bearing insert a socket on an extension through the inner bearing and tap it out.



A view with the outer bearing out. The needle bearings (49) are shown.



Now to the inside. The dust shield (48) is shown half way out. A large screwdriver was used to tap it out from the outside. A hack saw can also be used to cut out a stubborn shield out but take care not to cut into the hub.



The inner bearing (49) can be tapped out using the same method as the outer bearing.

With a through cleaning of all the parts and a heavy coat of paint, you are ready for reassembly.

INSTALLING THE BEARINGS:

Bearing Kit



Reinstallaton of bearings is pretty much the reverse of tear-down. Fill the bearings with the same grease that will be used with the hubs. Tap the outer bearing into place.



Since the majority of the rear axle problems are caused by the inner needle bearing, it is critical to get it well greased (if/when it becomes dry, it begins to cut into the axle and left unattended, it will break the axle.) The grease

also has the benefit of holding in the needles during installation.

You should not try to tap the needle bearing housing fully into place. This can damage the housing or knock out the needles. Place the hub (19) on the axle and use it to push the bearing into the enough to get the nut on the axle.

this side goes down into bearing first

this side toward center of car (shows when inside housing)



Now remove the hub and axle and tap the inner seal (48) into the bearing housing (26). This seal has an outside and inside and must be put into the housing correctly. The seal should allow grease to come OUT (you want to be able to push "old grease" out with "new grease.") It is a good idea to soak the seal in oil to soften it.

The critical part of this job is the torque on the nut. 120ft/lbs. Any more will crush the bearing and within 200 miles, you will begin hearing that familiar grinding sound. Any less and the bearing will not be pushed back into the proper location in the hub.

Now bolt up everything to the car leaving all major bolts/nuts slightly loose. Lower the car, bounce the suspension (to settle it) and then tighten everything up. This can help keep the car from appearing to have the dreaded "Spit lean".

And don't forget the fill the bearing housing with Multipurpose (axle) Grease as specified by Triumph Service Manuals.

WHILE IT IS APART...

You have spent so much time tearing the whole rear end out of your car you might as well take advantage of the access and replace a few things:

1. Refill the Diff (\$5)

While it is easy to reach why not top it up? Use SAE 80 or 90 EP Hypoid oil with a GL4 rating only NOT GL5. GL5 will "melt" the copper washers in the diff. 80W/90 GL1 is another alternative. Try a farm or Tractor Supply stores or boating parts houses.

2. U-joints (about \$28 for both sides)

If you have any of those familiar "click, click, click" especially when turning, change them. For full instructions see issue #16.

3. Brake Shoes (about \$20 for both sides)

While the brakes are apart take a good look at the shoes. Might be a good time to change them. Also, carefully inspect the brake hoses (about \$40 for whole car). Any cracks mean it is a good time to replace them. Think about upgrading to Stainless steel brake lines (about \$80 for whole car). Much better brake feel.

4. Suspension bushings (various prices)

Many of those rubber bushings have seen better days in the past 20-40 years. Mangled ones should be replaced. Polyurethane bushings are also available. Pluses are that they will make for more crisp turning. Negatives are that there will be an increase in road noise. Plus poly bushings are about twice the price of rubber ones.

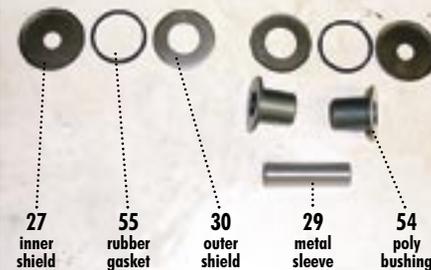
4. Rear trunnions (about \$25 for both sides)

Poor seal design (Lack of weather-proofing) can cause trunnions to rust solid. Often a sagging rear spring is actually a seized trunnion.



INSTALLING THE TRUNNIONS:

Trunnion Kit



Installation of the trunnions is pretty much straight forward... BUT there are a few things that might arise.

The vertical link (10) is very tight making it difficult to fit the trunnion between its bars. Spreading them apart with a wooden wedge (scrap wood) will get them apart enough and allow the trunnion in. Check that you can get the bolt through the vertical link and trunnion. Easy now, hard later.

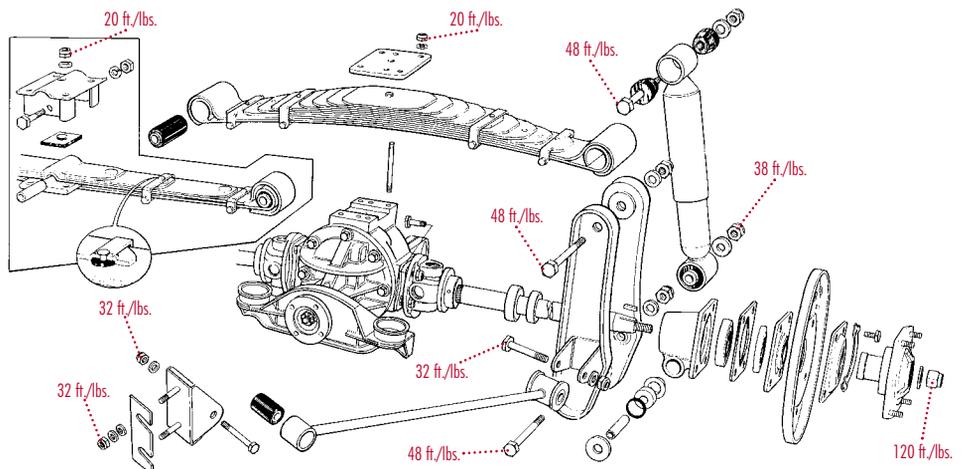


The trunnion bolt (31) that goes through the bearing housing (26) and metal sleeve (29) often rust together making it impossible to get apart. First plan of attack, if this is the case, is to soak all the parts in penetrating oil. This might break things loose.

You may need to cut the bolt using a reciprocating saw fitted with a metal cutting blade. Cut between the inner and outer shields.

To prevent the rusting of the bolt to the sleeve coat the bolt with liberal amounts of anti-seize compound.

TORQUE SPECS.



Mirror Image

WILLOW WIND

by S/G Magazine Staff

Mirrors are important on our cars. Standard equipment included one round mirror on early Spits &

GT6s, and one small rectangle mirror for later Spits & GT6s, mounted on the driver's side. Some were mounted on the bonnet, some on the door. Bullet style mirrors were a dealer

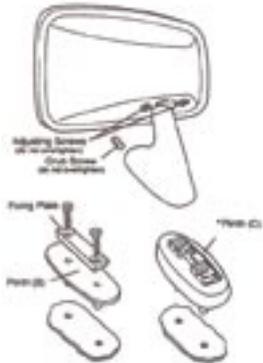
option, as were the mirrors on the passenger side.

If your car only has one mirror, or the mirror or mirrors are showing their age, replacements are easy to install and installing a mirror

where there wasn't one before is a simple task. Below we provide the steps to complete a change and add a mirror to the passenger side. The installation is the same for round, rectangle or bullet style mirrors.



Replacing old mirror



A new mirror kit comes the mirror, plinth & screws to complete the mounting.



To remove the old mirror, first remove the set screw, holding the mirror with your free hand.



Remove the screws in the old plinth and fixing plate



With the old plinth removed, clean the surface area. *Measure position of holes, down from window & from leading edge of door, save for later.



Decide which plinth you want to use, and mount with the new screws supplied. Plastic fits in holes and is expanded as screws thread in.



Fit mirror base over plinth and tighten set screw. Adjust mirror as needed and tighten adjustment screws if loose. Remove plastic film from glass and clean surface.

Adding new mirror

To install a new mirror where one has never been, first, select a location. For this example, we are installing the passenger side mirror on the door in the same position as the drivers door.



Placing tape in the area where holes are needed.



Transfer measurements* to tape.



Drill 1/8" pilot holes through tape. Tape helps prevent bit from wandering on paint.



Remove tape & drill final hole size as stated in supplier's instructions.



Insert plinth into new holes.



Mount fixing plate with screws into new plinth.



Adjust set screw out most of the way on the base of the new mirror.



Fit mirror base over fixing plate and tighten set screw down firmly to hold mirror in place.



Adjust mirror to correct position with the aid of an assistant, then tighten adjusting screws snug.



Remove any plastic film covering the mirror and clean entire mirror and based with soft cloth to remove oil and fingerprints.



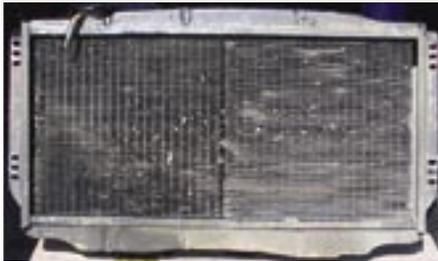
With mirrors on both sides, you will reduce blind spots and make driving safer and easier. Always follow supplier's instructions. ☺

Improved Radiator for Spitfires

by S/G Magazine Staff

If you are running your original Spitfire radiator and have not developed any leaks, chances are your fins are dirty, and/or the core has mineral build-up, both can cause a diminished cooling capacity.

Even though I have pressure washed my radiator this spring, I was surprised at the amount of dirt & bugs that had built up in just a few months. Below is what my radiator looked like once it was removed.



During some early summer drives, I was noticing the temp gauge creep up toward 210°F, which made me feel uncomfortable and worried that damage could happen. I decided that it was time to improve the cooling on my Spitfire by installing a new 3 row radiator that Spitbits was now offering. (Announced in Issue #17, pg 7) This radiator will fit into Spitfires from 1962 through 1979 (straight radiators). The procedure to change the radiator is one of the simplest jobs you can do to your Spit.

DRAIN THE SYSTEM



First, make sure the system is cool. Remove the ground cable from the battery, then remove the radiator cap. On many engines there is a drain plug for the cooling system located below the mechanical fuel pump. Another option is to loosen the lower hose and drain into a catch basin. Once system is drained, remove the top hose and disconnect the overflow hose from the radiator. Disconnect any emissions lines that may be in the way.

REMOVE THE OLD RADIATOR



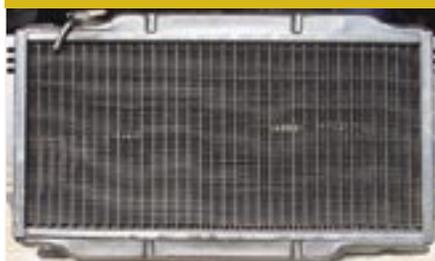
Remove the four nuts, bolts, and washers (two each side) that secure the radiator to its mounting frame.

Lift the old radiator straight up and out.



Before installing the new radiator, read the Optional Items column for other items you can replace while you have easy access.

INSTALL NEW RADIATOR



Align the new radiator over the bracket and slide it down into place. Align the bolts & brackets and bolt together.

Connect both hoses and fill system with anti-freeze/water mixture and watch for leaks. Reconnect the battery, start the engine and watch for the fluid level to drop. Add more fluid as needed, and lock the cap on the radiator. Check again for leaks and enjoy a cooling engine. •

OPTIONAL ITEMS

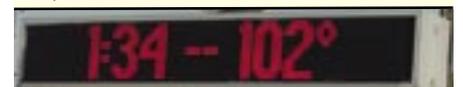


When installing the new radiator, you should install a new cap, new hoses, and new hose clamps. Fresh anti-freeze/coolant should also be used, and the old fluid discarded properly, according to your local codes.



While the radiator is out, it is easy to inspect the fan, and the fan clutch (if equipped), as well as the belts and timing chain cover. Repair or replace as needed.

An engine degreasing and power wash are also easier with the radiator out of the way. •



The day I chose to do this radiator change ended up being very hot. Not good for working, but a very good day for road testing. Even on this hot day I could see an immediate improvement. ☺

Before

After



Buckeye Triumph 3rd Annual Spring Daffodil Tour

by Bruce Miles & Howard Jefferson, Ohio



The Buckeye Triumphs toured Licking County as the first official driving event on Saturday, April 9th, 2011.

Buckeye Triumph Member Bruce Miles designed the 91 mile road trip. We started off in Granville Ohio, at the Aladdin Restaurant (a local 'mom & pop' favorite) where several members arrived early to get breakfast. Established in the early 1800's, by pioneers from Massachusetts and Connecticut, Granville Ohio is a small New England like village located in the heart of central Ohio. Granville is also the home of Denison University.

For that particular day, the weather services had mixed predictions. There were early reports of rain, down pours, and crummy weather. Other on line services indicated it was going to be warm, sunny and pleasant. But being that this is Ohio, we waited a few minutes and the weather did change. We got something in between; Spring has been delayed a bit.

The driver's meeting began outside at 10:00 AM where maps were handed out.

CLUB SCENE



The drive (or as some of the MG owners called it, “The Race”) began shortly after the briefing. Along with the Triumphs were a mix of other British and European cars, including MG’s, Mini’s and a Jaguar. The Licking County route took us on some of our favorite roads, with scenic views and stops along the way.

The first stop was at Paul and Jill Griesse’s home. Paul has a large collection of vintage American cars, a work shop that would make most people’s wish list. Their property also has a wide selection of fauna, including daffodils, and large pond with a drive around it.

Back on the road the drive took the members to Utica, Ohio, down to Hanover, through Flintridge State Park and on to lunch at the Sonic Drive through in Heath, Ohio.

Once again the weather services predictions were just a bit off. The sky’s were over cast, the temperature was in the mid to high

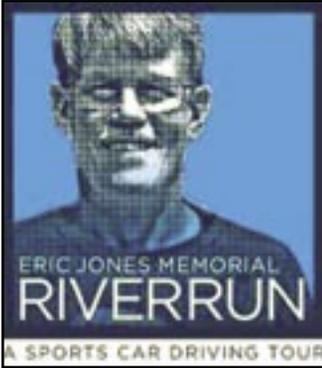
50's (depending on whose cell phone was used to get the info), and there were indications that it was going to rain after all.

Several members continued on to Granville to tour the Annual Garden Club Daffodil Show and a visit for Frozen Custard at Whit's.

The drive was a good test drive after a long winter and a warm up for our next featured event:

*The Eric Jones Memorial
RIVERRUN SATURDAY,
MAY 28th, 2011.*

Eric's River run is a 320 mile, all-day driving tour using some of Ohio's most interesting and challenging roads. 🚗



TOUR THE HORSE COUNTRY OF KENTUCKY BY CLASSIC CAR!

**A ONE THOUSAND MILE,
FIVE DAY TOUR FOR
CLASSIC AND SPORTS CARS**

JOIN THIS TOUR AND VIEW THE HISTORY
AND NATURAL BEAUTY OF KENTUCKY.
FROM HORSE COUNTRY TO THE BOURBON
TOUR, YOU WILL SEE IT ALL ON THIS
LOW-KEY, RELAXED TOUR.

REASONABLY PRICED AT JUST
\$2999* PER COUPLE, THIS TOUR IS
BENEFITTING THE SEARCH FOR A
CURE OF PARKINSON'S DISEASE.

**INCLUDES ALL LODGING AND MEALS*



OCTOBER 3RD-7TH, 2011
STARTS AND ENDS IN LOUISVILLE, KENTUCKY
THE BLUEGRASS 1000 TOUR FOLLOWS THE
2011 LOUISVILLE CONCOURS D'ELEGANCE



**“ THIS TOUR OFFERS GREAT SCENERY,
GREAT FOOD, NICE TWO LANE ROADS
AND A FUN LOVING BUNCH OF PEOPLE ”**

TIM SUDDARD

PUBLISHER, CLASSIC MOTORSPORTS MAGAZINE

BROUGHT TO YOU BY
BILL COLLINS FORD



Bill Collins



FOR MORE INFO
502.593.8661
BLUEGRASS1000.COM

What were they thinking ???

AND FINALLY

We have all seen them, those conversions that make you ask: "**WHAT WERE THEY THINKING ???**" This page is dedicated to those slightly different conversions, the ones you either love or hate. If you have seen them at a show, or for sale on the web, send them in to us, and we will include them in WWTT???

Cawthorne Spitfire wooden-body Special



Found on ebay and sent in by Art Tuttlebee, Rockport, Texas

Cawthorne Spitfire wooden body special totally original wooden bodied special based on Mk1 Spitfire .

This advert is for the Cawthorne Spitfire, nicknamed 'Woody'. We have had her for over 20 years now, but she is not really big enough for the whole family. The kids will be sad to see her go, but as I am not allowed to sell them for medical experiments, we need a bigger car (two seats, three kids. The maths doesn't add up).

This car is TOTALLY original. It is a one off. There are no others like it. If you want to be the talk of the car park, then this is for you! When someone comes up to you and says 'I used to have one of those' you can call him a liar!! (unless it's me) She was originally a 1964 Mk1 Triumph Spitfire with a 1197 engine (although I think it has been tweaked at some point). She still has the Triumph Spitfire running gear. The body tub has been completely modified with a hand crafted yew and mahogany shell, built by a shipwright and member of the guild of master craftsmen. She does like a dream and sounds fab.

Woody has many one off extras including lights, mudguards, radiator and grill, pedals and exhaust. She is fitted with wire wheels, has aero-screens and comes with a colour coordinated tonneau. She even has a useable boot. Mechanical spares (if required) are still available from various retailers.

I have magazine articles from the time she was built showing the build. I have also some original photographs sent to me from the builder himself. The car won the Triumph Sports Six Club national concours back in the 90s. She has appeared in the Triumph Sports Six Club magazine a couple of times.

Woody comes with some history and MOTs back ages. The mileage is low at 5,300 and can be verified by MOTs. For the last few years annual mileage has been to the MOT shop and back. The rest of the time she is garaged.

Although she is valued on a Triumph Sports Six Club valuation (for insurance) at £13,500, I have set a realistic sale price. I want her to go to a good family who will love her and driver her. I am the second owner on the logbook, the other being the man who originally built the car. As a classic car she is tax exempt (so poke it George Osborne) and the insurance is cheap. Especially if you join the Triumph car clubs. 🍷



**So what do you think?
Keep it or Sweep it??**

Have you spotted a Spitfire, GT6, or other British conversion that you feel is worthy of some public scrutiny? If so, send your submissions to the magazine at: Spitfire & GT6 Magazine, PO Box 30806, Knoxville, TN, USA, 37930 or by email to: editor@triumphspitfire.com

CLASSIFIED ADS

CLASSIFIEDS

CARS FOR SALE



FOR SALE: 1964 Spitfire Custom
Looks stock, body and frame lengthened 8" to accommodate the aluminum Rover 3528cc V8 engine, brand new, 0 miles with 5-speed transmission, professionally built autocross racing front suspension roadster with hardtop, 0-60 in 5.5 seconds, road tested to 140+ mph, \$18,500 OBO.
Dennis Nickerson, Ventura, California
805-290-6117 dennis@survivalsystems.com



FOR SALE: 1978 Spitfire 1500
Original owner, runs good, hardtop, overdrive. Soft top in great condition. Always garaged. All paperwork including bill of sale. Serious inquiries please.
Mary Jo Engels, Las Vegas, Nevada
702-768-7673 engelskismet@yahoo.com

CARS FOR SALE



FOR SALE: 1965 Spitfire MkII
I am selling my 1965 MkII Spitfire, it is Signal Red. It has won VTR concours best in class in 1996 & 1997 also Seniors award 1999 and Preservation award in 2005. It has a camber compensator installed and adjustable Spax shocks. More info and pictures at PromoXprt.com/Spitfire.htm Price \$9,500
Ralph Jannelli, Charlotte, North Carolina
704-351-0864
ralph@customadvproducts.net



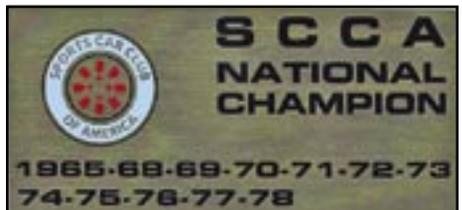
FOR SALE: 1973 Spit-6
Spit-6 everything done: fresh paint, sound system, new tires, wheels, custom interior, custom front airfoil, TR-6 tranny, GT6 brakes, spindles, and new top. Engine: fresh rebuild 2L/carbs/cooling sys/U-joints/bushings F-R/ etc. Call with any questions. \$7,500 OBO.
Bob Arnett, Terre Haute, Indiana
812-232-4777 razorbobsr@aol.com

WANTED

WANTED: Early GT6
Serious buyer interested in a running, presentable earlier model GT6.
Donn Detzler, Indianapolis, Indiana
donndetzler@dynamloy.com

PARTS FOR SALE

FOR SALE: PRI "Stage 1" 1500
PRI "Stage 1" 1500 with lots of stage 2 goodies, Kehin quad, lightened flywheel, tube pushrods, billit Malory dizzy w/ pertronics module, Pacesetter header, balanced, ported etc. 120 +/- reliable Hp. 3K miles when car went into ditch. Just broke in!!
Terry Tucker, Sausalito, California
ttucker100@sbcglobal.net



FOR SALE: SCCA National Champion 1965 - 1978 Dash Plaques
The correct dash plaques for later Spitfires! Exact duplication of original later year plaques: 0.03 inch brass, 3.25 by 1.5 inch. An internet search for "SCCA dash plaque differences" compares earlier and later plaques. Satisfaction guaranteed! \$17 each shipped.
Dan Porter, Poquoson, Virginia
757-868-0667
PorterHouse105@verizon.net

YOUR AD HERE

Don't miss your opportunity to sell off your parts car or parts and turn them into **CASH**. Classified ads reach Triumph enthusiasts looking for cars & parts that you have to spare. Place your ad today.

www.triumphspitfire.com/ads



Place Classified Ads

Classified Ads are affordable: \$10 for up to 40 words, add a photo for \$10 more. Reach more serious buyers in print.

Submit your add online:
<http://www.triumphspitfire.com/ads>

By mail:
Send your ad (& Photo) with payment to:
Spitfire Classified Ads
PO Box 30806
Knoxville, TN, USA 37930

By phone:
Call 865-690-4941

Ads limited to Triumphs & Triumph parts/accessories.

HURRY! Space is limited, first received, first posted!

Performance Research Industries



**1313 DUKE ST. STE. A
SUTHERLIN, OR, USA 97479
Phone 541-459-5442
info@prirace.com
www.prirace.com**



Free Catalogs

"Keep'em on the Road"™

Catalogs Available:

- Austin Healey
- MGA
- MGB & MGC
- AH Sprite & MG Midget
- TR2, 3, 4, 4A, 250
- TR6
- TR7 & TR8
- Spitfire & GT6
- Sunbeam Alpine & Tiger

- Quality Parts & Accessories
- Great Prices
- Easy Ordering 7 Days A Week

Order Toll Free - All USA & Canada
For Your Convenience - 7 Days A Week

1-800-255-0088

Order Catalogs & Parts Online at
www.VictoriaBritish.com

PO Box 14991, Lenexa, Kansas 66285-4991




Doing for Ford Trucks what Spitfire & GT6 Magazine does for Triumphs!

From the publishers of Spitfire & GT6 Magazine:
True Blue Trucks and Bronco Driver magazines






TrueBlue Trucks magazine

BRONCO DRIVER magazine

For more information, call 800-487-3333 or visit
TrueBlueTrucks.com
BroncoDriver.com
Subscribe Today!

AUTOJUMBLE

Reach an international Triumph enthusiast...
 Advertise in the *Spitfire & GT6 Magazine* Autojumble!

And try our package deals to get ads on TriumphSpitfire.com,
 one of the highest Triumph traffic sites on the web!

call:
 1-865-690-4941

email to:
johnng@triumphspitfire.com

mail to:
 Spitfire & GT6 Magazine
 P.O. Box 30806
 Knoxville, TN USA 37930

Tell us about your car!

Send us anything about your Spitfire, GT6, Herald, Vitesse and Sports6

info@triumphspitfire.com

or

P.O. Box 30806,
 Knoxville, TN USA 37930-0806



Tee-Shirts
 Small, Medium,
 Large, X-Large,
 XX-Large
\$15 each
 Price includes US shipping

Digital Back Issues on CD
 Back issues 1-30, including many out of print,
 are available on CD in PDF™ format.
\$29.95 each CD
www.triumphspitfire.com
 or 800-487-3333

Get it Magnum Clean!

Magna Blast features built-in water heating, highly portable wheeled frames and quality machinery, Magnum makes the most durable and toughest hot-high pressure cleaning systems affordable for every enthusiast.



MAGNUM
 CLEANING SYSTEMS

See all our other models at:
www.MagnumClean.com
 or call: 1-800-963-4486



✓Yes ✓Yes xNo ✓Yes
 ✓Yes ✓Yes ✓Yes ✓Yes

✓ Huge Selection
 ✓ Everyday Low Prices

ROCKAUTO.COM
 ALL THE PARTS YOUR CAR WILL EVER NEED
 GO TO WWW.ROCKAUTO.COM ROCKAUTO, LLC (EST. 1999)

✓ Fast Shipping
 ✓ Easy to use Website

MOSS

MOSS
MOTORS
cool stuff for cool carsWatch
videos

MOSS TV

on topics including how-to and
product spotlights, subscribe
and get updates when
new videos are posted



Forum

Over 17k Members

Share your insight,
experience and passion on our
Moss Forum. Learn from others, just
chat or browse the cars for sale

www.mossmotors.com/Forum

Customer Loyalty Program

Spend \$1,500 and enjoy 10% off
orders for one
year and your
own dedicated
salesperson



E-News

Breaking Email news
about sales, special
pricing, close-out
offers, new products
and our latest videos on MossTV



Tech Services

Check out Tech Tips online or Tech
Services Dept
for personal
service



Free Catalogs

Hundreds of pages of
parts and information
on MGs, Triumphs,
Austin-Healeys and
Classic Minis



Stainless Steel Exhaust Systems

Ideal system for your car if you live where winter
road conditions are harsh. Lifetime guaranteed
against corrosion only.

1973-'74 Moss# 862-180

1975-'77 Moss# 862-190

5 Speed Conversion Kits

If you plan on driving your classic,
installing a 5 speed transmission will make
the car much more enjoyable at highway
speeds. Using the popular Ford T9 gearbox,
the installation is reversible with minimal
modifications to the frame or transmission
tunnel. Get better fuel economy, less engine
wear and easier shifts.

MkIV Moss# 440-187

1500 Moss# 440-185

Find us Online: MossMotors.com

Call Toll-Free: 800-667-7872

MOSS

25 Years of Customer Service

Your Triumph Parts Specialist



BRITISH PARTS NORTHWEST

www.BPNorthwest.com



**“Big Enough to Serve, Small Enough
To Care About Your British Car!”**



Gear Reduction Starter

Heavy Duty Gear Reduction Starter for your Spitfire or GT6. 100% bolt in comes with instructions for easy installation. This starter draws less amps and works beautifully even in extreme temperatures.

Starter Gear Reduction Spridget, MGA,
Spitfire GT6, TR250
Part #16121HD
Price: \$189.95



Alternator

This is a NEW Alternator for your Spitfire offers very high output! (43 AMP!). No modifications are needed for wiring or for mounting, this is the same body with a higher more efficient output.

Alternator MGB 72-73, 78-80, TR6 71-73,
Spit 73-80 NEW
Part #14020N
Price: \$97.81



Brake Caliper

Finally! Brand New brake calipers for your Triumph Spitfire. These calipers are 100% brand new, new bodies, pistons, seals all NEW. No more having to deal with those old rusty cores!

Caliper Spitfire 68 to 80 New
Part #159130/1
Price: \$89.00



Front Springs

This an up-rated spring set that is one inch lower than stock. Get the front end of your Spitfire down with these set of springs.

Front Spring Set Up-rated Spitfire 71-80
Part #TT4302
Price: \$69.90

We proudly offer products from these fine companies:



Ph: 503-864-2001 Fax: 503-864-2081

British Parts Northwest

4105 SE Lafayette Hwy.
Dayton, Oregon 97114

We also provide parts for: Jaguar, MG, Austin-Healey
Fast, courteous, prompt service!



*Call for Our Current Price