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SPITFIRE & GT6

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

MAGAZINE

Issue #42

The Mitty



**British Car Week
National Meet**



features

- ◆ **Driving Grace**
- ◆ **Club Scene: Vintage Standard**
- ◆ **Tech: Shock Exchange**

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I am sitting in President Clinton's chair at the Cabinet Room table of the CPC.

This summer has been hot and dry for most of the US and Canada. Record temps were set across the nation many times, and drought conditions have been felt everywhere to some extent, and many areas have felt extreme drought conditions. While we convertible drivers like sunny skies, we don't care for temps when they reach the nineties or one hundreds. As my wife and I drove down to Arkansas in May, the temps ran in the high nineties. We found ourselves stopping every hour or two, not for bathroom breaks, but for cool down breaks. Fifteen minutes in the air conditioning and off we would go again. This took a little longer to reach our destination, but it may the ride a bit more tolerable.

While we did see lots of British cars around Hot Springs, we did not see many around home all

summer. The heat kept most British cars in their garages while owners drove their support vehicles with the A/C on high. I can't blame anyone. Once we returned home, we parked the Spit and drove our Triumph Support Vehicle (TSV) with the A/C going full force on every trip we took. May, June, and July of 2012 were definitely not the months for regular LBC driving.



Ginny & I at President Clinton's Oval Office at the Clinton Presidential Center in Arkansas

On a sad note,

I recently found out that a good friend and avid Spitfire owner and restorer, Gary D. Hutton of Newburgh, Indiana passed away in May after a short battle with brain cancer. Gary was 55 years old. Gary leaves behind his wife Lisa Ryan-Hutton and his daughter, Jennifer Hutton. Lisa told me that she plans to keep Gary's Spitfire for Jennifer and the two of them will work to prepare it for the road again.

Gary was a proud member of the **SIR BRITS** club in Evansville, and was also a long standing member of **NASS**. When word spread of Gary's passing, many NASS members shared stories of Gary's help with various breakdowns and how he shared parts with others when needed. Gary will be sadly missed, but never forgotten. We'll see you on the other side buddy!

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

Howard

howard@triumphspitfire.com



Gary D. Hutton
1956 - 2012



Gary's Spitfire at the 2006 Newburgh show, where he received an award.

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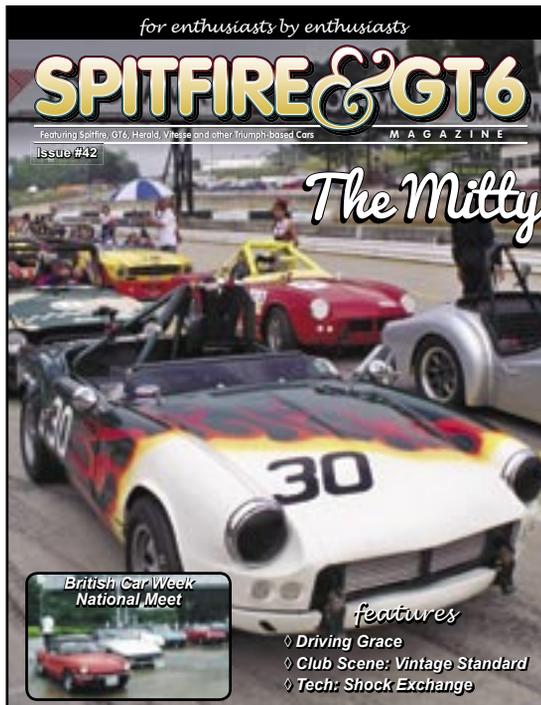
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ON THE COVER

The cover features cars prepared for
take off at The Mitty in Road Atlanta.

Read more starting on page 16.

Photo taken by John Goethert

LETTERS TO THE EDITOR

Dear Spitfire & GT6 Magazine...

SPOILER

Dear Editor,

The Globe and Mail published this tribute to the Triumph Spitfire in its Classic Cars section on Friday, August 3. All LBSC (Little British Sports Car) enthusiasts should appreciate reading it. Enjoy!

<http://alturl.com/9zh7c>

Richard Young via Facebook

Richard,

Thanks for the link. That is a great tribute to our beloved Spitfires.

"one of the prettiest, best-running and fuel efficient examples of the Spitfire – which celebrates its 50th anniversary this year – you'll likely come across." We have created a short URL to make it easier for readers to follow.

Howard~

DECALS

Dear Editor,

50th Anniversary static-cling Decals are now available for immediate sale. They are \$5.00 each (shipping included) Volume discounts are available for clubs. For ordering instructions contact Joe Curry at spitlist@cox.net
Joe Curry via Facebook



Joe,

Nice job on the design of the decal. We are rerunning this to help spread the word. We hope to see one of these on every Spitfire during the 2012 driving season. It is time to celebrate!

Howard~

ADVERTISING RATES

Dear Editor,

I need info on cost etc etc to advertise in your magazine and on your web page. My first meeting concerning the 2013 BCWNM is soon. Please send me anything you can.

Cheers! Barrett Harrison

Barrett,

Here is a link with our advertising rates. www.triumphspitfire.com/rates.html

or feel free to call Tom Broberg at 865-690-4941 to discuss how we can help. Howard~

S/G ISSUE 42

Dear Editor,

Sorry I've been remiss on this, but I wanted to tell you how great a job you are doing on your magazine. I read pretty much all of the copy you gave me at our picnic at Richard Campi's, and really enjoyed it. As the former editor of our Indiana Triumph Club's bi-monthly 8-12 page newsletter, I can only try to imagine how much effort goes into a magazine like Spitfire & GT6.

Keep up the good work!

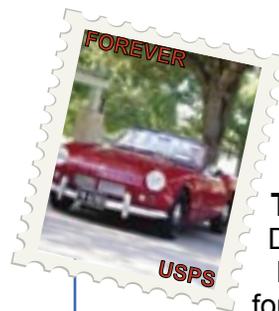
Kirk B. Minster
Mooresville, Indiana

Thank you Kirk. We appreciate the compliment, and the fact that you recognize the efforts it takes to put together a publication such as this. We may be small, but we pride ourselves on our work. We hope you will be a subscriber for a long time. Enjoy, Howard~

*We now have over **700** followers on Facebook. Let's keep it growing. We continue to receive "Write the Caption" responses along with Readers Rides photos from there as well.*

If you use Facebook or Twitter, you might want to join us. You can find us by visiting the magazine's main webpage and look for the F or T logos.

Howard~



TRIUMPH GAGE

Dear Editor,

Here is an ad I found in an old 1911 Chilton automotive directory. Note that their western office is located on Woodward Avenue in Detroit.

Triumph
REG. U. S. PAT. OFF.
**MAGNETIC
GASOLINE AND OIL
GAGES**

Furnished as part of standard equipment on such cars as

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Cunningham	Parhard
Dorris	Peartree
Inter-State	Pierce-Arrow
Kerr	Premier
Lampie	S. G. V.
Lexington-Howard	Simplex
Locomobile	Stanley
Mercur	Stevens-Duryea
Monarch	Studebaker

and others

SPECIAL MODELS MADE UP FOR ANY TANK ON RECEIPT OF BLUEPRINT

DEALERS: Write us for sample and discount on "Challenge" Gasoline Gage and Filter Cap for Ford Cars. List Price, \$2.50

BOSTON AUTO GAGE COMPANY
8 Waltham St. Boston, Mass.
Western Branch: 1231 Woodward Ave., Detroit, Mich.

P.S. I sent you photos of my Spitfire a couple of years ago and was wondering if I was ever going to see it in the magazine?
Tim Gross
Demotte, Indiana

Tim,

Thank you for the vintage Triumph Gage ad. We received it too late to fit in the Bits section so we have included it here.

As to your submission from 2010, we checked and it had been misfiled. We apologize for the delay in printing it, and will include it in issue 43. Again, sorry for missing it. Howard~

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

*Donate a car
and be a part of
our Triumph
Campaign!*



WIN THIS 1976 CLASSIC TRIUMPH SPITFIRE!

Triumph

noun: a significant success or noteworthy achievement; instance or occasion of victory. "A safe and reliable vehicle empowers families to find a new job, further education, and maintain affordable housing – a real **triumph** in financial independence."

Enter to win a classic 1976 Triumph Spitfire 1500!

Be a part of our Triumph campaign and enter to win the classic Spitfire pictured above. Proceeds from the sale of raffle tickets will help low income families receive affordable and reliable transportation and gain dignity and self-sufficiency.

Two ways to enter:

Donate a car - All cars donated to Good News Garage between June 8, 2012 and October 5, 2012 will receive one entry into the raffle!

Purchase raffle tickets - Raffle tickets can be purchased now through October 5, 2012. Purchase price is \$25 per ticket or 5 tickets for \$100. Purchase tickets at www.GoodNewsGarage.org

Donors of the 1976 Triumph Spitfire are Dwight and Susi Churchill.

Want to preview the car and meet members of the Good News Garage family? Visit us as we take the Spitfire on the road this summer to various car shows and events. Check our website for details:

www.GoodNewsGarage.org

The raffle is being conducted pursuant to Vermont law and is open only to individuals who are 18 years of age or older. Employees, officers, and directors of LSS, and immediate family members are not eligible. All applicable federal, state, and local rules apply. Void where prohibited or restricted by law. To view the complete rules and prize details go to www.GoodNewsGarage.org The drawing will take place at 12noon on Friday, October 26, 2012 at 331 N. Winooski Avenue, Burlington, Vermont. Winner need not be present to win.

Weird, Wacky & Wonderful!

Spitfire Saloon



The Spitfire Saloon was established in 2006. It was formed because Cleveland did not have a bar that was a "Punk Bar". What is a "Punk Bar"? Well we defined it as a place that punks could come and listen to punk music any day or night, play their music and also dress how ever they want without people giving them a weird look. Our intent was create an atmosphere of open mindedness and tolerance for others. In doing this we actually created a place where anyone of ethnic, sexual, financial background can hang out and be themselves.....

Why not drive your Spitfire to the Spitfire Saloon?

Spitfire Saloon

**1539 West 117th Street, Cleveland, Ohio
(216) 226-7748 · punkrockbar.com**

Windsor Spitfires

2009 & 2010 Memorial Cup Champions, the Windsor Spitfires are among the oldest teams operating in the Ontario Hockey League. The team has been thrilling hockey fans in Windsor and Essex County with its exciting brand of Junior hockey for over 35 years.

The original Windsor Spitfires played in the Ontario Hockey Association from 1945-1953. After a 17 year hiatus from junior hockey, the modern-day Spitfires began operations in 1971, playing four years in the Southern Ontario Junior A Hockey League. In 1975 the team was granted entry as an expansion franchise in the Ontario Major Junior Hockey League (OMJHL), which later became known as the Ontario Hockey League (OHL).

Peter Karmanos (founder and CEO of Compuware) bought the team in 1984 and renamed it the Windsor Compuware Spitfires. The Compuware Spitfires played in the 1988 Memorial Cup in Chicoutimi, Quebec, losing the championship game to the Medicine Hat Tigers. When Karmanos sold the team to Steve Riolo after the 1988-89 season, the team reverted back to the Windsor Spitfires name. www.windsorspitfires.com



Spitfire Trikes



Hellbent Cycle Works provides innovative technology for home builders. Rickey Horwitz has been designing award winning recumbent trikes since 1994. Hellbent Cycle Works currently offers the plans for the Thunderbolt Mk III based on the Spitfire ST/RS and Mk II.

You got questions?

Contact Rickey at trikesrcool@yahoo.com

www.hellbentcycles.com



Got something Weird, Wacky or Wonderful?
Send it to info@triumphspitfire.com or P.O. Box 30806, Knoxville, TN 37930

You write the caption



This photo was sent in by Bob Spruck of Georgia. Spotted in front of Athens Auto Wrecking, near Athens, Georgia.

the captions

LITTLE BITS OF SPITS

Sad.
That's just sad!
What a Waste...
What a waste of a spit,
Oh the humanity!
Another one bites the dust
Athens has their priorities off!
WTF.... a mklI like that they should almost be shot
Spit on a stick.
We have lift-off
High Flying Spitfire
Not all Spitfires really fly!
We had to put it up there to keep the slotted mags from being stolen.
Wait, no rear wheel tuck?
So much road, so little time!!
Rust in Piece (*mispell intended*)
They figured that the "reinforced floors" would be a strong selling point.
Getting in and out of the Spitfire with the hard top attached was easy, when the latest modification was considered.
Despite his huge investment in research and development and marketing, Spiro's invention of "Spitfire Stilts" never really caught on with the "In" crowd.
As seen in the first year it was put up... the second year only a pile of rust remained.
Athens went the wrong way about trying to add an extra 2 cylinders underneath....
Greek Tragedy
It's Greek to me!
I don't think this is what they meant when they said that the Greek economy needed to be propped up!
Triumph Topiary
Stuck up spit !
Now Viagra for classic cars
Next time I'm in Athens, I may be tempted to rescue this "trophy".
I am hoping by the end of summer I can rescue this one....
There's another place in Athens that has a Sunbeam on a pole.
I would love to have those slot mags!
The wheels alone are worth a few hundred!
I love those slot mags! Will those fit on a stock '69 Spit mk3? I am about to call them up.

Next issue...



This photo was sent in by Andy Shoemaker of Kentucky.

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

And FINALLY...

At Athens Auto Wrecking, we put the good ones on a pedestal, the rest go to scrap...

Editor's note: We altered the phone number for privacy purposes, so what is showing is not their correct number. Please do not call that number to complain.

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SPITFIRE & GT6

MAGAZINE



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www.MagazineMuseum.com

More Weird, Wacky & Wonderful!

Triumph Band



Triumph is a Canadian hard rock power trio that was popular in the late 1970s through the 1980s. Eight of the band's albums were certified gold or higher, and Triumph was nominated for multiple Juno Awards, including Group of the Year Award in 1979, 1985, 1986 and 1987.

Like their fellow Canadians Rush, Triumph began building their reputation across North America as a live band, peaking in the early to mid 1980s. The band was formed by Toronto music veterans Gil Moore (drums, vocals), Mike Levine (bass, keyboards, producer), and Rik Emmett (singer, guitarist, songwriter) in 1975.

Active years 1975–1993, 2008–present www.triumphmusic.com

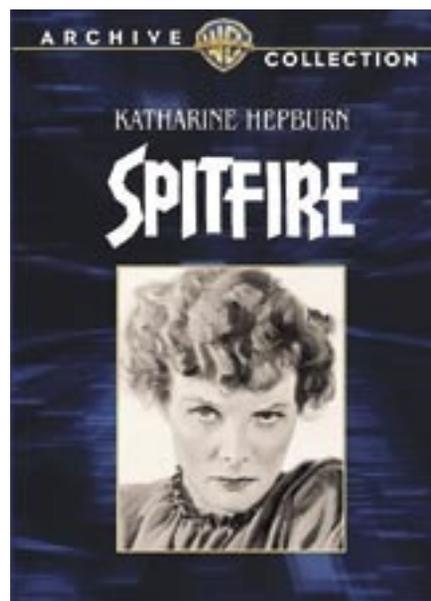
Source: Wikipedia

Triumph: Beyond Armageddon A novel written by Philip Wylie

In the world's upper hemisphere, only one small group has survived World War III: fourteen people, sheltered deep within a limestone mountain in Connecticut and with enough supplies and equipment to maintain their subsistence for upwards of two years. The group includes a forward-thinking millionaire and his family, a levelheaded Jewish scientist, a playboy, an aging African American servant and his daughter, a gigolo and the glamorous woman who has been his mistress, a beautiful Chinese girl, a young meter reader, two children, and a Japanese engineer. Fully aware of the outcome of the war that had raged briefly above them, the survivors seethe with hatred, fall into depression over their losses, rise to moments of superhuman bravery, and lapse into behavior that reflects their human weaknesses. Philip Wylie mercilessly predicts the inevitable end of a world that continues to function as selfishly and as barbarously as our own.



Spitfire Movie



Spitfire (1934) Mountain girl Trigger Hicks, a fierce loner equally handy with a rock or a prayer, is in danger of having her faith-healing mistaken for witchcraft by the neighbors. She shows a vulnerable side when John Stafford, a philandering engineer working on a new dam, is attracted to her. Matters come to a head when Trigger "rescues" an abused baby from its parents, and seeks help from the engineers.

Triumph Bus



Spotted on the back of a city bus in Koper, Slovenia. Could you see this on the back of a USA bus? Sent in by Bill Redinger, Omaha, Nebraska

Spitfire Photo Photoshopped in 1962?

This was sent in by Sam Makarevich, Arlington, Virginia.

This is the color brochure for the US 1962 Triumph Spitfire that shows amber on the outside and white on the inside. Funny enough, they used the same picture in the UK brochure (except in the UK brochure you see a UK number plate, but the driver is on the left. Go figure! Some referred to this as the disembodied head, that being the appearance of his girlfriend in the passenger seat.

Editor's Note:

This could be used as one of those **what's different** photos.

It looks like the same pose, the same trees in the background, Both photos have the Amber turn lens outside and the white lens inside. The driver & passenger are positioned exactly the same. However, the UK photo does show a UK style plate on the front bumper that is not on the USA photo.

And what about the tires (tyres)? The USA photo is sporting a set of whitewall tires, while the UK photo is running blackwall tyres.

Was there some Photoshop going on in 1962? Is it really the same photo, or a perfectly restaged duplicate?



▼ Photo from the 1962 UK Brochure ▼

▲ Photo from the 1962 USA Brochure ▲



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SPITFIRE & GT6

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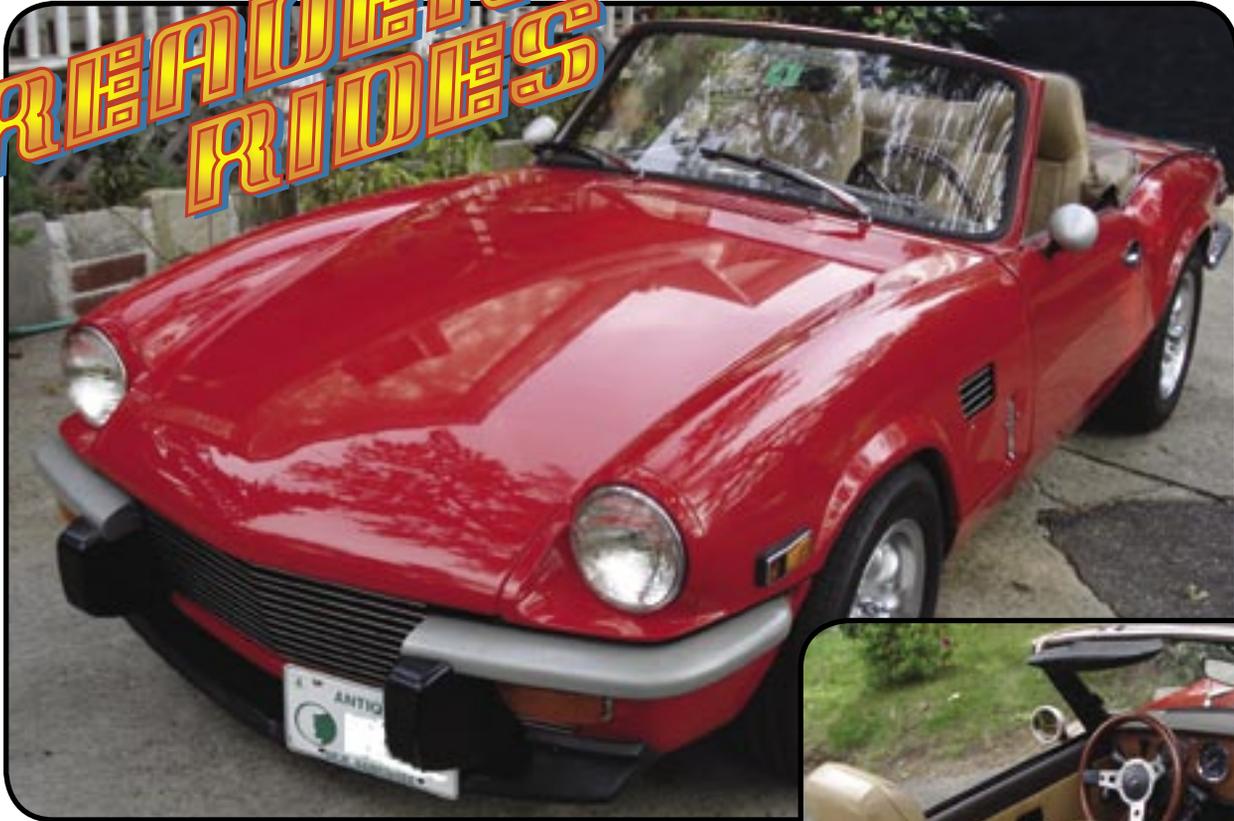
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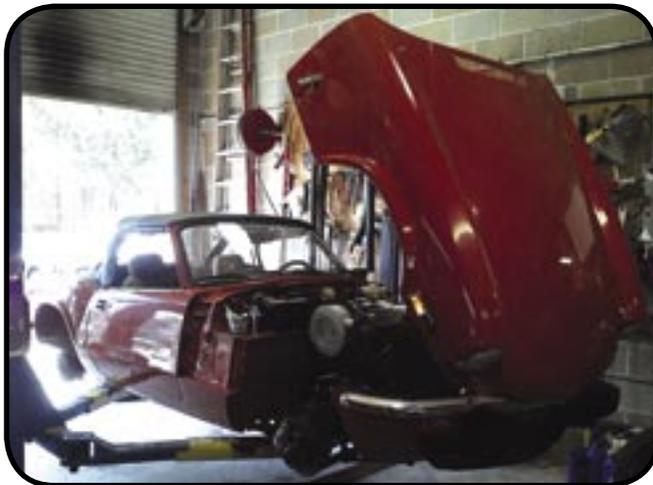
www.MagazineMuseum.com

READER'S RIDES



1980 Spitfire 1500, Owned by Dan Beliveau ▲►
Manchester, New Hampshire

It is a 1980 Spitfire in Guards Red, I call the Outlaw Spit. I have recently completed a frame up resto mod. Updates include poly bushings, improved brakes, 9.1:1 pistons, 270 fast road cam. Custom Cherry dash designed and fabricated by the owner.



1978 Spitfire 1500, "Ginger"
Owned by Synnova Henthorne,
◀▼ Little Rock, Arkansas



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





▲ 1967 Spitfire Mk3, Royal Blue (56), Owned by Harry Rimmer, West Lancashire, United Kingdom

▼ 1977 MG Midget, 1977 Spitfire 1500 & Kubota Tractor, Owned by Spencer Clareen, Stamford, New York

I have had both of these cars for 16 years now. I haven't had much time to do anything with them (overworked). I will have time in a few months (RETIREMENT) is right around the corner. The Midget is all original, rust free car. The car has some dents and dings but that doesn't bother me. The car is 35 years old and still has a shine! The Spitfire was repainted before I bought it. It did not have a good paint job though, the car was originally green. I plan on doing a frame off restore after I get done building another garage. That is what the Kubota is doing right now, is digging out the mountain in my backyard. As you can see the garage has no room left. After the new garage is built I will send more pics.



READERS RIDES



▲ 1965 Spitfire Mk2, Owned by Kevin Ludwig, Indianapolis, Indiana



▲ 1973 GT6 Mk3, Owned by Tom Beaver, Indianapolis, Indiana



▲ 1971 Spitfire Mk4, Owned by Dale & Stephanie Ballard, Lagrange, Kentucky



▲ 1974 Spitfire 1500, Owned by Doug & Shannon McArthur, Corydon, Indiana



1974 Spitfire 1500 ►
Owned by Jim & Judy Wheeler,
Little Rock, Arkansas



▲ 1976 Spitfire 1500, Owned by Kate Hurney, Long Island, New York



▲ 1978 Spitfire 1500, Owned by Dave Otwell, Rockford, Illinois



▲ 1966 Spitfire Mk2, Owned by Donald Weldon, Princeton, Massachusetts



◀ 1970 GT6+, Owned by Tolis Papanikos, Greece
10th Historic Acropolis Rally 2011



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

THE MITTY

STORY & PHOTOS BY JOHN GOETHERT



We are all dreamers to one degree or another.

Some have realistic and achievable dreams. While others think big, and find a way to make them happen. Still others dream huge, and leave it at that... nothing comes of it. Just such a dreamer was Walter Mitty, the main character of James Thurber's novel "*The Secret Life of Walter Mitty*", first published 1939. Thurber's character indulges in fantastic and wonderful daydreams of personal triumphs, though none is ever acted upon. So, why am I giving you a literature lesson in a car magazine? The Walter Mitty Challenge, or *The Mitty* as it is now known, is a weekend that rewards the dreamer, in this case, the sports car lover.

Held each Spring at the Road Atlanta race track, this

gathering is part car show, part race. Some of the finest and famous race cars are on hand, many that you have seen on TV or magazines as a kid. They are right there for dreamers to walk up to and photograph, talk to owners and drivers, drool over! And almost as awesome seeing them up close is seeing them hit the track. No, most do not run at 9/10 but the sweet song of the motors echoing off the rolling hills of north Georgia is enough to have the make us all Walter Mittys. There are many classes of cars, both new and old, from open wheeled Formula cars to Stock Cars to production classes that include Spitfires and other Triumphs. This where the weekend becomes more specific to one of our loves. This year's Mitty honored our favorite fifty year old: the Triumph Spitfire.



THE MITTY



Enthusiasts were there by the thousands to celebrate, most behind the wheel of their favorite non-racing Triumph. Many chapters of the Vintage Triumph Register, the Georgia Triumph Association, Friends of Triumph, the North American Spitfire Squadron (NASS), and numerous individuals arrived early on Friday to join in the festivities. There were Triumphs everywhere, most parked at the top the hill in the center of the track. The owners were given their own Mitty dream come true with a parade lap around the 2.54 mile track. The cars lined up, three wide getting ready to go out onto the track. Many “common” cars could be seen waiting such as Spitfires, TR6s, TR4s, but many much rarer cars were in attendance also. There was a beautiful late 1940s TR2000. Also catching my eye was a 70s TR2000 near the back of the line. It was clearly owned by some fun-loving Triumph owners. A mean looking Dolomite Sprint had people drooling because is so rare around here. British beauties filed out on to the grid then onto the track. Onlookers looked on in amazement as they kept coming and coming and coming. When the lead car came around to finish its lap,





shiny Triumphs were still filing out... over two and a half miles worth!

As the parade of street Triumphs finished their lap, another line formed in the pits. The racing Triumphs headed out in to the sweltering Southern sun for a photo session before heading out on a set of hot laps. Many Spitfires often seen in this magazine were on hand as well as a few less publicized ones. Leading the pack was the beautiful TR250K racer. The only thing more beautiful than its futuristic blue body was its unique exhaust note as it ran at full throttle down the straightaway. The adrenaline-inducing sound had everyone dancing in pits with excitement.

There were a couple of equally noteworthy cars were also in attendance. On one side of the pit was a nice little red '63 Spit racer. If you didn't notice its little sign you would have never know it was the second oldest racing Spitfire in the US. Much more noticeable were the white and green livery of the Group 44 cars that were also in attendance. The TR6 driven by John McComb to the 1975 SCCA championship, was now sporting a temporary paint scheme (a number of paint scratches down the driver's











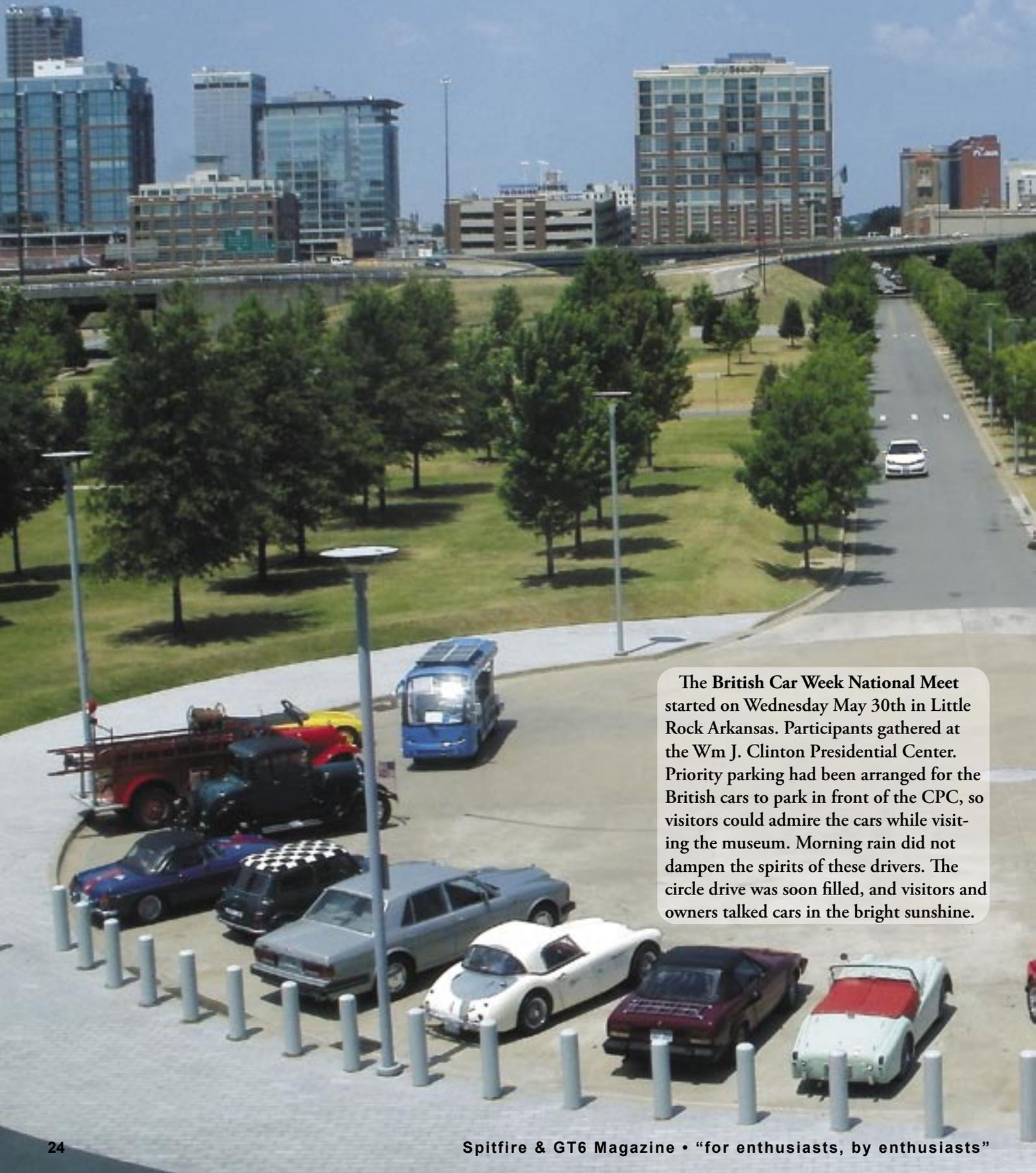
Mike Cook

John Goethert

side). Across the pits was a beautiful Group 44 “tribute” GT6. Built so well, it had many thinking it was a real Group 44 car. The “real” Group 44 GT6 was actually at the top of the hill on display beside some other Spitfires. Another beautifully restored car, this one really reminded you how much safety equipment has improved since the early ‘70s.

If seeing so many famous cars wasn’t enough, R. W. “Kas” Kastner (head of the US’ Triumph Competition Department) and Mike Cook (PR manager for British Leyland) were also on hand to talk about the “good old days” of Triumph. Imagine standing under a tent discussing one-on-one with Mr. Cook why the TR7 did not sell well or what effect dock workers had on Spitfire sales. Talk about a Walter Mitty dream for this author!

If there was any negative to the weekend it would have to be too much to see and too many people to talk to. Whenever I visit an event I spend the first day photographing as much as possible, and the next day actually taking to people. It usually works great. But this weekend there were so many folks that I was not able to talk to everyone, simply due to lack of time. Sadly, I was not able to shake Kas’ hand. And there were more than a few Spitfire owners that I had on my list to “talk tech.” Maybe next year... I know I will be at the 2013 Mitty! ☺



The British Car Week National Meet started on Wednesday May 30th in Little Rock Arkansas. Participants gathered at the Wm J. Clinton Presidential Center. Priority parking had been arranged for the British cars to park in front of the CPC, so visitors could admire the cars while visiting the museum. Morning rain did not dampen the spirits of these drivers. The circle drive was soon filled, and visitors and owners talked cars in the bright sunshine.

British Car Week National Meet

There were three Spitfires, several other Triumphs, MGs, Healeys, old & new Coopers, and even a Bentley in the group.

Inside, a guest speaker from the Historic Vehicle Association gave a presentation about the historic vehicle hobby and a lunch was provided to attendees. After the guest speaker finished there were a few hours set aside for browsing the museum, and there was plenty to see inside the Clinton museum.



Your editor posing with Bill Clinton's 1993 Cadillac Fleetwood Brougham Presidential Limousine

We spent some time checking out the various items in the museum, starting with a film of Bill Clinton's life. I looked, but never saw him driving a British car in the film... The presidential limousine was on display on the first floor, and I checked that out since it was the only vehicle in the museum.

Bill Clinton's 1993 Cadillac Fleetwood Brougham was the first Presidential Limousine to be designed by General Motors with maximum protection features. This is the last Presidential Limousine that will ever be put on display. To protect the special security features on newer models, the limousines will be destroyed by the Secret Service at the end of their service life.



I thought the tires on this limousine looked large, being 235/85R16 Goodyear Wrangler HT's. After doing some research I found out that the newest Presidential limousine sports a set of 285/70R19.5 Goodyear Regional RHS run-flat tires.



It was said that during the final week of Bill Clinton's administration, he spent time washing the limousines

Depending on your political outlook, there could be lots of things to view in the museum, some of significant importance, and some of a humorous nature. This sax playing Bill Clinton puppet was prominently displayed on the second floor of the exhibit. A short distance away was a collection of saxophones that President Clinton has owned and played over the years.



Back out front of the museum, drivers had dropped the tops on their cars in preparation for the afternoon drive from Little Rock to Hot Springs, 55 miles away. This drive would be led by Spitfires, honoring their 50th anniversary. A driver's meeting was held in the shade of the museum, with maps provided for each car, and the organizers arranged the cars in smaller groups for the trip. Each group had a sweep car following to pick up the pieces. Actually the sweep cars were local club members equipped with some tools, cell phones and would help if any British car broke down. My 76 Spit chose to be one of those break downs, but I'll cover that another time. Some tinkering with the carbs got us going again, and we continued the trip to Hot Springs.

The first part of our drive involved travelling on the Interstate, and we all stayed to the right lane and drove 5mph below the posted limit so approaching traffic would go past us and not get mingled into our groups. Once off the Interstate, the countryside on the way to Hot Springs was perfect for little British cars. Roads winding through the hills, mountains and valleys gave fun challenges as well as some breath-taking views along the way. Arriving at the host hotel, registration was held inside, along with Meet & Greet for socializing on the veranda and inside the lobby.

Thursday's itinerary started off with a breakfast speaker, John Nikas, assistant editor for the *Vintage Racecar & Vintage Roadcar* magazine. John has been driving



a vintage Austin Healey named "Grace" around the US for Drive Away Cancer. Once breakfast was finished attendees had a choice of a group drive to Mount Magazine State

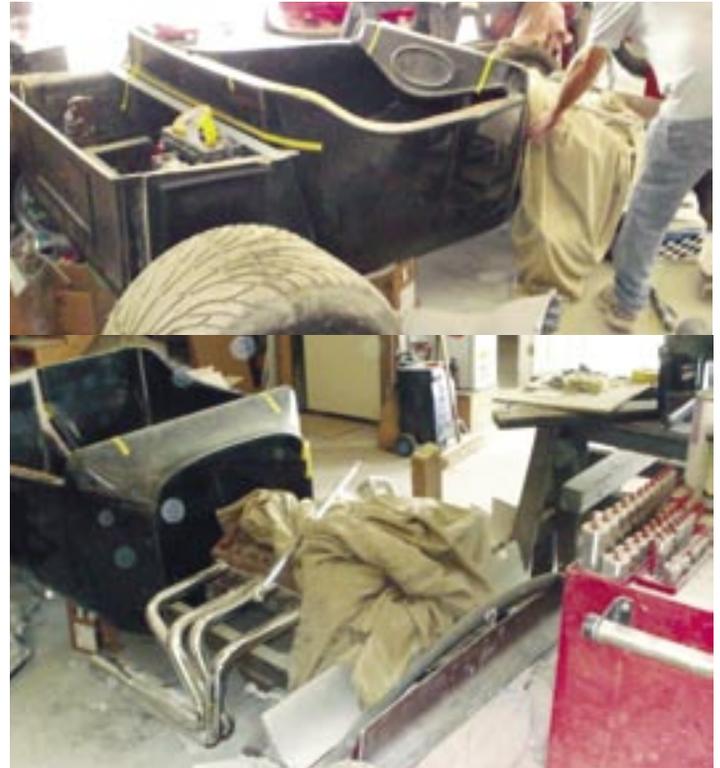
Park for lunch, or a group drive to Crater of Diamonds State Park, where you can dig for your own diamonds.

We opted for the trip to dig diamonds, but left later than the main group. The skies were partly cloudy and a few sprinkles fell, but the temperatures remained in the high nineties for the day. As we neared the halfway point to the Crater of Diamonds a dip in a newly paved portion of Highway 70 East caused our header and muffler to drag, pulling the pipe off the header. The engine sound was extremely loud! After stopping to access the damage, we slowly drove on looking for somewhere to stop and fix the pipe. We were lucky to spot **Brian's Custom Paint & Body** on the outskirts of Glenwood just a quarter mile from where we drug the pipe.



I had a good feeling about his shop when he walked out the door and said, "Wow, a Triumph Spitfire. I haven't seen one of those in a few years!" Brian recognized my car, so we were off to a good start. When I explained what happened, Brian quickly grabbed a floor jack & safety stand and had the Spit raised to survey the problem. The clamp holding the pipe & header together was what had scraped the road and let them come apart. Brian grabbed a few hand tools and a pry bar and slid under the Spit. He loosened the clamp and I pried on the pipe to get them aligned. Soon it slipped together and Brian's welding gloves made pushing pipe in place a bit easier since everything was still hot. He tightened the clamp and we took it down off the jack. The repair was completed in 15 minutes.

I tried to pay Brian for his time, and he refused, saying to pay it forward! I thanked him and agreed to seize an opportunity to pay it forward. While we were talking I noticed a T-bucket in the back of the shop under a tarp. Brian admitted to being a gearhead and a hotrod enthusiast. He showed us a photo of his drag strip pick-up and then he pulled the tarp off of his latest project.



Brian had received the T-bucket project as a partial payment for a bodywork job. His focus since getting the bucket, was to build a suitable engine to drop into it. Then Brian pulled a tarp off of another table, and there it was, a beautiful chromed beast of an engine. Brian's face lit up as he talked about building this engine, and he was anxious to mate the engine and bucket together and finish the hotrod so it can run the drag strip for the first time.

After admiring the hotrod, we shook hands and headed on down the road, albeit much quieter than when we arrived. All thanks to the kindness of an honest and generous man in Glenwood Arkansas. If you are in the area and need paint/bodywork, look him up.

Thanks again Brian!

Brian's Custom Paint & Body
 2115 Highway 70 E
 Glenwood, AR 71943
 (870) 356-4507



FEATURE

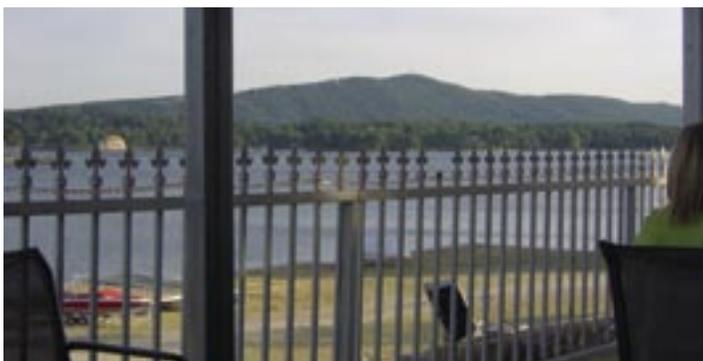


We drove on to Crater of Diamonds State Park and spent a couple hours searching for precious stones. As you enter the crater area, the park guides explain that there are two common methods of diamond hunting. One is dig buckets of soil then go to the wash stations to sift and wash your soil to find stones. The second method is a random walk along the plowed furrows looking for shiny stones. We chose the second method since we weren't planning on being there all day.



In a couple hours we had collected a few stones of interest, we headed back to the guides shelter, where they would sort through our stones and identify them. We did not find any diamonds, but we did have some semi-precious Jasper and some other interesting stones to bring home as souvenirs. We headed back toward Hot Springs and enjoyed the winding roads and the scenic surroundings of Ouachita National Forest that we bordered as we drove back.

The patio overlooking beautiful Lake Hamilton at J&S Italian Villa restaurant was the place where many Triumph



owners met up for a dinner together. John Nikas and three representatives from Moss Motors joined us for dinner, and conversations about vintage cars, vintage races, and love of the hobby flowed around the table. The food was fantastic, some of the best Italian cuisine we have ever had; and while the air was hot on the patio, the spirits were cold and plentiful.

Scott Helms, founder of the **Drive Your British Car Week**, was the guest speaker at breakfast on Friday. Following the speaker, a group drive left for Garvan Woodland Gardens. Later more cars joined in as others were leaving the Gardens and drove through the mountains to DeGray Lake State Park for a catered lunch. Lunch consisted of fried chicken, catfish, shrimp, hush puppies, salads and the trimmings. The parking lot and lanes approaching the lake front shelter were filled British cars. The open air dining was great and everyone mingled around the cars and enjoyed sharing stories.



Barrett Harrison (L) BCWNM organizer & Scott Helms (R) founder of DYBCW

From the lake front lunch drivers headed to the local airport for the Funkhana, co-sponsored by NASS and British Motor Club of Arkansas (BMCA). This funkhana was organized by members Bob Ross and Jim Wheeler, and was a popular driving challenge. Several marques participated in the funkhana,





including a Corvette powered MGB. Bob Ross reports the Kew brothers took first place in their MG, followed by a close second place by Syndi Henthorne as driver in Bob Ross's Spitfire, with Dave Stuursma from Moss Motors as navigator. Third place was the team of Dave & John from Moss Motors.



The Arlington Hotel

On Saturday morning cars headed out from the Arlington hotel to Hot Springs Village 18 miles to the north, where the Village had prepared the

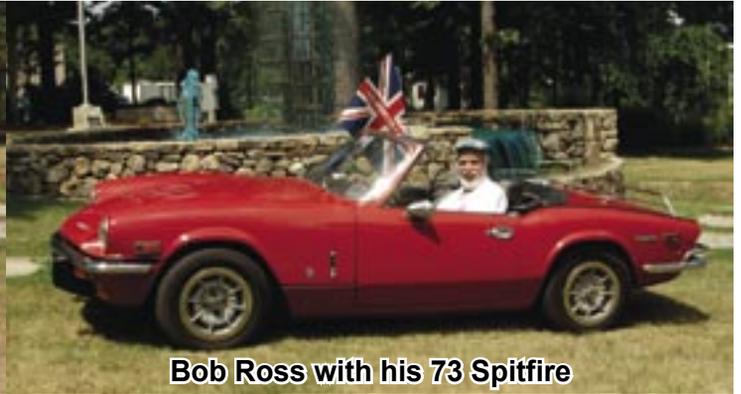


Ponce de Leon Center and large parking lot for the British Car Week National Show. Hot Springs Village Arkansas is the largest gated community in the United States. They had rolled out the red carpet for this car show. The gate guards directed everyone into the complex and there were driveway guards directing cars to the proper section of the lots as they arrived. Residents of HSV had been looking forward to this car show for several weeks, and they





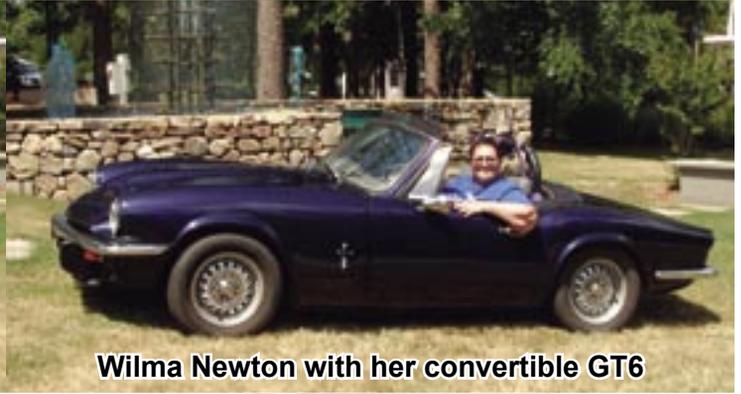
Doug Gutekunst with his 76 Spitfire



Bob Ross with his 73 Spitfire



Jim Wheeler's 74 Spitfire



Wilma Newton with her convertible GT6



turned out in large numbers to view the cars and talk with owners. Many reminisced about cars they used to own and shared their joys of their cars with the British car owners.

NASS had a tent set up at the front portion of the lot and Spitfires were parked beside the tent. To celebrate the Spitfire's 50th anniversary, the group sang "Happy Birthday" and gave out servings from two large sheet cakes to the entire crowd at the show. Needless to say the cake was a big hit with all the visitors.

Four Spitfires and one Spit6 on display at the show, all from NASS/BMCA members. Five awards were handed out from NASS. Bob & Judy Ross won in the Late Spitfire category. Wilma Newton won the GT6 category for her Spit6. Doug & DeeAnn Gutekunst won Officer's Choice for their 76 Spitfire. Howard & Ginny Baugues won in the Daily Driver category, and won the Farthest Travelled, for traveling 550 miles to the show. Doug & DeeAnn Gutekunst also won a trophy in the British Car Week show for the Spitfire class.



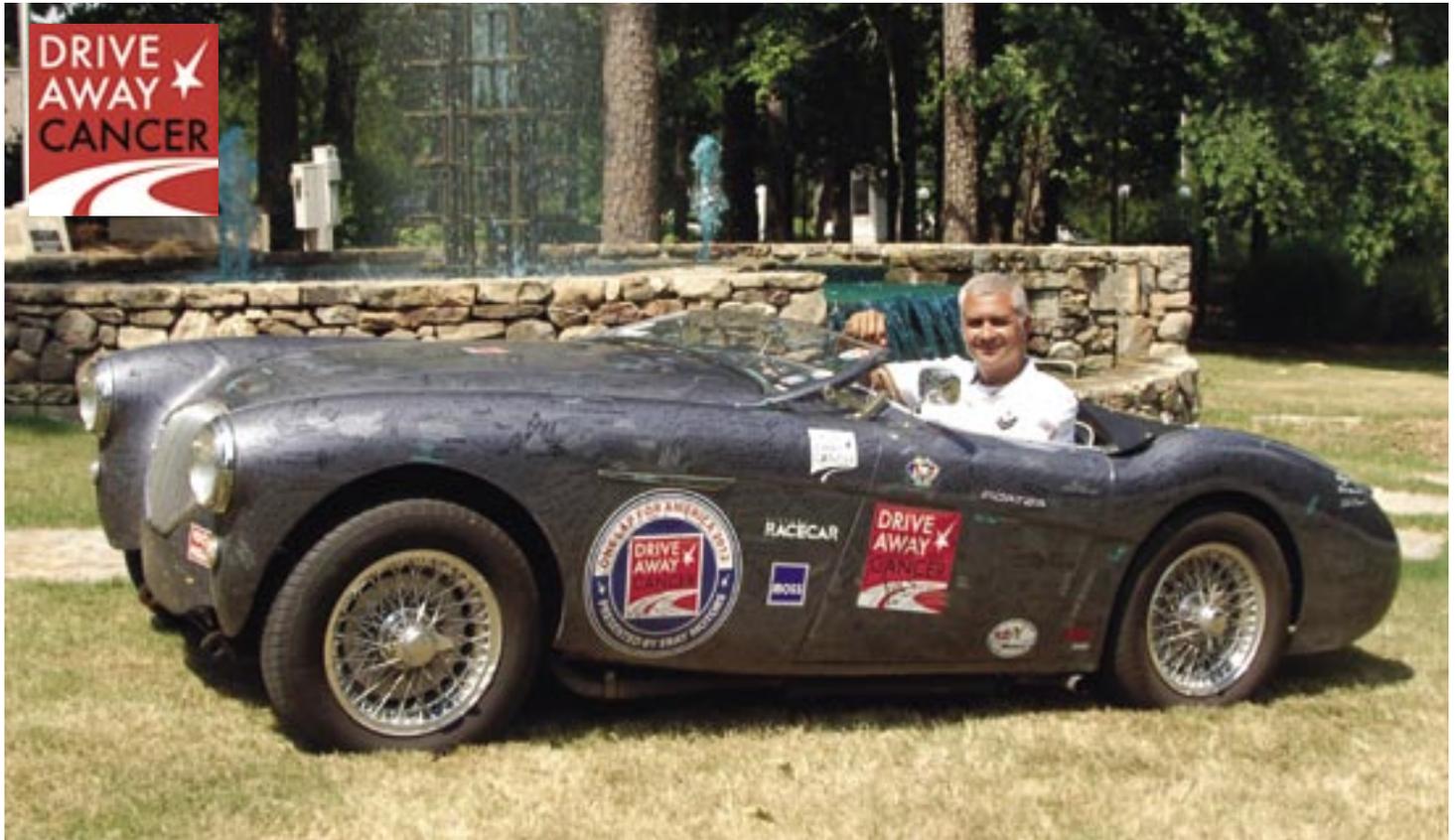


Sunday morning was to say farewell to friends, old & new, exchange contact info, and start journeys home. It was a busy week, but seemed to fly by fast. That happens when the event is well-planned and has a full itinerary. This event had a very full itinerary for all marques to enjoy.

The Hot Springs area was a beautiful venue and cars came from 31 states to enjoy the hospitality. The clubs that worked together to organized the events did an excellent job of pre-planning and most things went off without a hitch. Three cheers to all involved.

We look forward to attending this event again in upcoming years! 🍷





Driving Grace

by Synnova Henthorne, Arkansas

Many British Car Owners have felt powerful emotions when it comes to their cars, but rarely does a person get the chance to gaze upon a rusted bucket of bolts that actually brings tears of both joy and sorrow to one's eyes. Grace has the ability to do just that. She is 60 years-old, rusty and tired but she is also beautiful. Grace is a 1953 Austin Healey 100.

When John Nikas began his trip from coast to coast across the United States last year his plan was to encourage a friend fighting cancer. If an old rusted, run-down Healey could make it, so could his friend. John had no idea what twists and turns the trip would make or the impact Grace would have on thousands of people throughout America. When the expedition ended last fall, Grace was not finished. She continued to call to John, begging for another outing. Grace got her wish and has been zigzagging across the country for about three months and will continue for a few more weeks.

To date, Grace has collected more than 11,000 names of those who have been affected by cancer and is a rolling memorial for those who have fought and lost. She is also a source of encouragement for nearly everyone she encounters. Grace has traveled over 44,000 miles and through more than 43 states. John has been at her side the entire way keeping her company and keeping her going when she is too worn out to carry on. The duo has spent many frustrating hours stranded on the side of the road but Heaven seems to smile down on Grace. Helping hands appear and she takes flight once again.

What normal people would consider bad weather does not stop Grace. It can certainly take a toll on her driver, but she presses on

encased in tears of joy from Heaven. Grace is accustomed to tears, she shines today because of tears rolling down the cheeks of parents, sons, daughters, siblings and friends of treasured lives cut short by the pains of horrific illnesses. Grace keeps going because people keep her alive. She has a few battle scars, a dent here and a ding there. She is proud to display the scars as they are reminders of where she has been, much like the rest of us. Battle scars mean one has fought his or her best fight. Some overcome, some succumb yet Grace carries them on.

When I look at the 60-year-old Grace I wonder about her early life. I wonder if her creators, the long gone hands that assembled her, expected her to become an influential American icon. Too many of her peers have found their final resting places in motor vehicle graveyards



The many angels who keep Grace company



Karsten Piefremont and John Nikas working on Grace

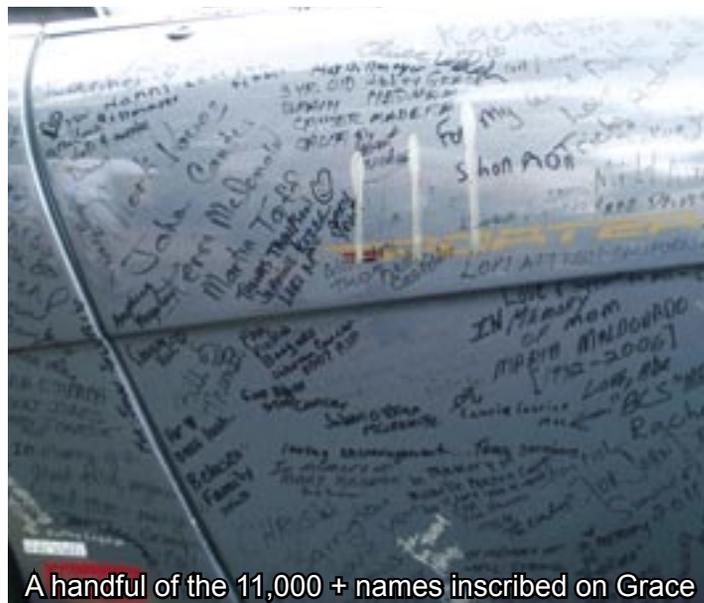
throughout the world, yet Grace keeps going. She has persevered. On one stop, with thousands of miles in the rear view mirror Grace was undergoing an operation to repair a faulty head lamp connection. The question was uttered, “How do we function like this?”

When I am in Grace’s presence I feel as though I am addressing royalty. She is a queen in her own special kingdom. I am humbled. I am awe-struck. So many powerful emotions erupt through my soul that they pour out in tears. When I touch Grace I feel the vibrations of every person inscribed on her body resonating through me. Imagine how that must feel for a driver, someone who spends countless hours just to keep Grace moving. What an emotional and physical toll the experience would take on a person, even one with a heart of steel.

Grace’s mission has taken on a life of its own by giving rides to over 900 children and more than 200 adults. When happiness is scarce Grace provides a ray of sunshine and a sense of peace. Grace truly is carried on angel’s wings. When asked what he thought Grace would say if she could talk, John stated, “I’m not sure if she would say ‘Never, ever give up’, just weep uncontrollably, or both.” When Grace has fulfilled her mission she will not meet the usual junkyard tomb her brothers and sisters have received. Grace will be eternally displayed in a museum, a permanent memorial for those willing to take the trek to



Children excited about their chance to ride in Grace



A handful of the 11,000 + names inscribed on Grace

gaze upon her just one more time. Grace will forever be a healer for weary souls.

Because requests for appearances have become numerous and Grace cannot be in all areas at the same time, **August 11th** has been declared “**National Drive Away Cancer Day**”. On this day each year car clubs and individuals across the country have an opportunity to participate in Grace’s mission. John too must rest. He will call upon a guest driver from time to time so Grace can make her appointments. What a powerful, exhausting responsibility and great joy that must be—to drive Grace.

If I could drive Grace I would want to take her to Heaven so she could meet all those who did not have the chance to embrace her. Sadly, a drive to Heaven is impossible. I would settle for Stoughton, Wisconsin, my home town. I would make sure she was able to visit friends and family who have been afflicted by cancer because that is what Grace lives for. I want to show her my home. I am certain I would treasure every moment behind the wheel or under the bonnet. If you could drive Grace where would you take her?

You can follow Grace’s journey across America by visiting <http://driveawaycancer.org> or <http://cc.ebay.com/drive-away-cancer> and be sure to like her page on Facebook: Drive Away Cancer. 🚗



Gray received a toy chest. Emma from Texas asked Grace to pick up a toy chest in Michigan from Keegan and deliver it to Gray in Delaware. Mission complete!

A Vintage Standard

by Shawn Frank, Des Moines, Iowa

What a beautiful day for a drive. Today we are going to meet up with the British Car Club of Iowa in a Spitfire. My wife Tammy and I have been members for 3 years now.

Almost five years ago, my family bought me a rusted out 71 Spitfire MKIV for Christmas. It came equipped with tie down straps from the flat trailer and a big purple bow. So my adventure began. I started working on it that summer and two years later, joined the club. We used to join them in a mini-van so I felt like I needed to be the club photographer. A little over a year ago, I got to drive my Spitfire in the line of British cars, instead of at the back of the line in an American mini-van. Since then, I haven't missed a monthly meet. During the winter, we meet for dinner. During the spring, summer, and fall, it is a mix of show and shines and drives through the Iowa back roads and two lane highways to historic, significant, and just plain interesting locations.

Today is one of those days. Today we are going to meet the club near the country roads to Boone, Iowa. Boone is a town rich in railroad history. There is a Railroad museum, a high trestle bridge, dinner and desert trains, etc. What I'm trying to say is, there are a lot of interesting things to see, especially in a convertible. We head off in a clean Spitfire. In tow is a new Mini containing our son and the greatest of family friends and new member to the club, Sarah. She just bought her Mini and is excited to cruise with us. She is no stranger to Little British Cars as her dad has a Spitfire, a Stag, and a TR6, among others. She's one of us. We head off from the house and the weather is perfect right now. It is a ten minute drive to the meeting spot and we are right on time. We get a couple rubber necks on the way and even a 'thumbs up' from a construction worker. I can't help but think that at that moment he wants to be us. I hope it makes his day, because the smile on his face tells me he maybe had a history with a similar car, maybe, and I know it makes his moment at least. You all know what I'm talking about. A couple more turns, and in the distance is the convenience store. It looks like everyone is showing up about the same time. Time to top off, get drinks, and find out where we are going specifically.

We are topped off, got our drinks, got our map. We are ready to go. We are headed to a gentleman's house that is near Boone, Iowa.

We are headed to Bill Jepsen's house and restored Standard filling station. Yes...filling station. A name so rarely used today. Bill has some automotive clout. He wrote the book "*Made In Iowa- Iowa's Automobiles*" which featured the history of The Adams-Farwell automobile manufactured right here in Iowa. He was awarded the Thomas McKean Cup by The Antique Automobile Club of America for the depth and history of the book. He knows what he's talking about when it comes to cars. He has the bug just like us. He has taken it a little farther than me and moved and restored an old Standard filling station. We head to his place with curiosity and suspense. We take off, with the wind in our hair, a little too much for my wife as she steals my hat. I am now a seasoned vet at this cruising thing. I quickly jump out of the car at the first stoplight we hit and grab a spare hat. Smart, huh? It is a nice two lane drive past the waves of grain that we are so famous for, the beautiful farms with all of their splendor, the nicely paved, exhilaratingly curvy country highways and the towns that seem to stop and stare when they see that the British are coming, all of them with smiles. What a treat. We cruise for about 45 minutes until we come to a clearing and there it is off in the distance...

A huge 25 foot tall Standard sign on a beautifully crafted old white pole and a two pump Standard filling station. Something I'd seen in my grandpa's town when I was four or five. Identical! There's the feeling that we get. That feeling that no one understands until they get it too. I am a little boy again for just a second. This place is equipped with all the proper signage, the outside displays, and the oil cans, spare tires, everything. Posters on the wall about the high school homecoming game of 1955. We are back in time. Beautiful! He wanted to tell us a little history of the station, because after all, we want to hear the story behind it. He proceeded to tell us he literally stopped the demolition of said filling station. He had the demo crew wait a day so he could go home to talk to his wife. They agreed, and the next day, he bought the building for \$100. I didn't forget any zeros there. ONE HUNDRED DOLLARS!!! The move from a professional crew cost him around \$2000. He had \$2100 in purchase price on this beautiful piece of history. He says something else that amazes me. He says that the way he got his wife to agree to such an unusual purchase was to get her involved. Some guys just get it. Everywhere you look in this meticulously restored building; there is something that amazes you. The wooden counter, the vintage cash register, the Standard uniform, oil cans, radiator hoses on display,





a toy section for the kids just like when I was a boy. This place is amazing! I am so impressed. I take a ton of pictures and soak it all in. Pulled my car up in front of the pumps for a photo op. They have to tell me that we need to go. But I didn't get to pay any attention to the old Skyline with the Continental kit, or the Mustang, or the collection of EVERY Hot Rod magazine. I could stay all day! But alas, everyone is hungry.

We go to lunch at a BBQ joint in town, visit the train museum, and had a nice cruise through Ledges State Park. But if I was to go on about those, we would never get anything done. I just wanted to



share the experience of the filling station and the joy that came from enjoying it in a Spitfire with such significance to me. I would recommend joining a club in your area. They are an excuse to get out the car, enjoy the company of people with an interest in the same things as you, and open opportunities to see things that you wouldn't normally see. I got to say, I enjoy my Spitfire. It was a long road to get it up and running, but the road is much longer now that is a Continued Legacy. Her name is Gertrude, she was born in 1971, reborn in 2011, and I drive her every day, (except in the snow)

Keep 'em on the road, and I hope it's a curvy one. 🍷



Fourth Annual Great Scot! British Car Show at Furman University, Greenville, South Carolina

by Chuck Watson, South Carolina

The fourth installment of this growing British car show was held May 26, 2012, on the shady tree-lined mall at Furman University near Greenville, South Carolina. Eighteen classes of marquees and models were on display on a sunny and mild (in the shade) day. The car show was organized by the Southeastern British Motorcar Owners Club, who put on a great event.

The event is held in conjunction with Gallabrae, the Scottish games and festival held each year. It is a weekend long celebration of all things Scottish and English. It has become tradition for royalty to attend the car show and this year was no exception as we were visited by the highest-ranking member of Scottish nobility, the Duke of Hamilton and Chief of Clan Hamilton, His Grace Alexander Douglas-Hamilton.

The Spitfire and GT6 field was well attended with a good range of years and models. Top prizes went to:

- 1st Place - Loni Crostic with an impeccable 1962 Spitfire
- 2nd Place - Chuck Watson with a very original 1969 GT6+
- 3rd Place (tie) - Nicely presented Spitfires by Ken Howell (1974) and Tony Childs (1972) 🏆



Tour and Picnic in SE Indy

by Richard Campi, Indianapolis, Indiana

On Saturday, May 12, 2012 at 10:30 a.m. many British Car enthusiasts from Indiana Triumph Cars and a couple from NASS (North American Spitfire Squadron) came to our owned and maintained Neighborhood Garden/Park near Fountain Square Indianapolis. Susan and I have shared this piece of land with several entities since 1999. We have several community groups have picnics there each year. We have had ITC come for picnics and a SE Indy tour seven times. This year the tour was approximately twenty miles. Then we had a pitch-in picnic with many delicious donations. We grilled locally made Brats and enjoyed a social time playing Bocce Ball, relaxing, and visiting with each other.

The weather couldn't have been better and twenty four people came with a dozen little cars from "across the pond". Four of these Lil' Brits had trouble making the complete tour unscathed...but all survived to try another day! The tour went through and by several city parks and an often mentioned interest were the homes of the Irvington area and around the "circle". There are many out of sight and out of mind wonders all around us and typically from 7 to 13 points these mini tours are meant to ignite interest in less known areas of Indianapolis.

Each time we have this event, a few more people get off their duffs and learn to enjoy the simple game of Bocce Ball. It is a game for all ages and encourages



The Basic Rules of Bocce

Equipment

A set of bocce balls : consisting of eight large bocce balls (half of which are of a different color or pattern) and a smaller "object ball" (sometimes called a "pallina" or a "jack")

Playing Surface

The playing surface should be reasonably flat and level and can consist of packed dirt, fine gravel or short grass. The court is 50 - 90 feet long, and 8 to 13 feet wide.

Players

The game is played with two teams; each team can have one, two, or four players

- Four Player Team - each player throws one ball
- Two Player Team - each player throws two balls
- One Player Team - player throws all four balls

Object

The object of the game of bocce is for one team to get as many of their balls closer to the pallina than the opposing team's closest ball.

Play

The toss of a coin determines which team will start. The starting team chooses which color (or pattern) ball they will play with. The first team member throws the pallina and then rolls his/her first ball as close to the pallina as possible. It is now up to the opposing team to roll a ball closer to the pallina than the starting team.

If the opposing team uses all four balls and fails to get closer to pallina than the starting ball, the starting team rolls each of their remaining balls, trying to place them closer than the opponent's closest ball.

However, if the opposing team succeeds in placing one of their balls closer to the pallina, the starting team must then roll again to attempt to get closer or "better the point". Each team continues to roll until it beats the point of the opposite team.

While the object is to get close to the pallina, it is permissible for a player to roll his/her ball as to knock an opponent's ball away from the pallina. Likewise, a player may knock or move the pallina toward his/her own team's balls. The pallina is playable anywhere on the playing surface.

Scoring

When all balls have been played, this concludes the frame and ONE team is awarded one point for each of its balls which is closer to the pallina than the closest opposing team's ball. Thus, a team may score up to four points per frame. If the closest ball of each team is equal in distance from the pallina, NO points are awarded. The team that scores in a frame starts the next frame by throwing out the pallina and playing their first ball. Play continues until a team wins by reaching a score typically from 7 to 13 points.



Spitfire Shock Exchange

by Karl Schmitt, Missouri



During the course of rebuilding my 80 Spitfire suspension, I needed to change the front shocks. To facilitate this, as many have before me, I purchased a cheap set of coil spring compression tools knowing full well that they were troublesome and dangerous to use.

As it was, the application of the tool in its current form was indeed dangerous so I set out to modify it with the addition of a cross bar. This bar has a large hole in the center, through which the end of the shock will pass, with two side holes for the draw bolts. This cross bar essentially locks the assembly together and makes it a lot easier, and safer, to compress the spring. See the photos of the tool first installed on the spring, and then with the spring compressed.



Really, once the tool is attached to the spring it is quite simple to compress the spring the amount necessary to remove the shock. You tighten the nuts, alternately to balance the compression, and when the shock is free, you remove the nuts securing the shock to the top plate, and remove the plate. Then slowly, completely release the compression on the spring and remove the tool. The shock and spring will now separate.



Re-assembly is simply the reverse, but be fore-warned, there is a tremendous amount of energy in that compressed spring, and if the assembly should come apart before it is locked together, you could get hurt. If you are a mechanical klutz you might want to get some help to exchange your shocks.

This bar addition is easy to make, and does make this job a lot safer, and faster to do. But as with all mechanical repairs, use common sense and be careful. ⚠



My Experience with E-10 Gas

by Karl Schmitt, Missouri

Late in the summer of 2010 I shut down and placed in garage storage my 1980 Spitfire in anticipation of the major renovation I had to do to the drive train and running gear. At that time the fuel tank was about three quarters full of standard E-10 fuel, to which no additives had been added.

This spring, some 18 months later, and during the course of my work, it was time for me to drain the fuel, pull the tank and change out the fuel sender with which I had an issue. The gasoline was allowed to drain into a clean plastic bucket, of which I collected about four gallons, which meant that some two or three gallons had evaporated since storage began. Then I pulled the tank (relatively easy) and fuel lines. After the gasoline settled a bit, I decanted it into a second bucket and while doing so looked for signs of water, of which I did not see any. The gasoline was quite fluid, with no sign of jell, it had a dark brown color and with a disagreeable odor. Subsequently, it ran quite well in my big lawn mower.

From the tank I pulled the fuel level sending unit, vented it a bit and then with the aid of an inspection light, I looked inside. Well, what did I see? Nothing, absolutely nothing; other than a bit of sand and the discolored bare metal walls of the tank.

The original fuel lines were of a clear dark plastic, stiff, but still somewhat pliable and perhaps serviceable. But, they are some 32 years old, were made before the days of E-10 gasoline and will be replaced with modern fuel line hose.

What I found was not what I expected to find, or was led to believe I would find by the many articles I have read or comments that I have heard. To be sure the gas chemists of today tell us that modern E-10 gasoline has a "shelf life" measured in months, is subject to phase separation (the water alcohol mixture tends to settle towards the bottom) is hygroscopic and will absorb moisture from the air, which in turn condenses into water. The water absorption I will attest to as I have to drain the fuel/water separator on my diesel tractor, and equipment like my log splitter, which sits idle and outside most of the year, and must have the water and fuel drained at the beginning of each season before it will even start.

However, it is of my very own personal opinion that this fuel storage problem is a bit over blown, especially so as it applies to our little toy cars, to which some storage considerations have been applied. Just be sure to fill the tank brim full before you park it, (which will reduce the surface area exposed to air), insure that there is a good seal under the cap to reduce the atmospheric migration of moist air and store her in a protected area, like a dry garage. Then when spring comes, top off the tank with fresh fuel and drive the little bugger.

On the other hand, park her outside, exposed to the elements and come spring a fuel problem you will have, just like all the "experts" said you will have. ☹

Common ethanol fuel mixtures

Source: Wikipedia

Code	E5	E10	E15	E25	E85	E100
Composition	max 5% anhydrous ethanol min 95% gasoline	max 10% anhydrous ethanol min 90% gasoline	max 15% anhydrous ethanol min 85% gasoline	max 25% anhydrous ethanol min 75% gasoline	max 85% anhydrous ethanol min 15% gasoline	100% Brazilian hydrous ethanol (contains on average 3.3 vol% water)
Countries	Western Europe today	USA today (Western Europe in near future)	USA EPA approval (cars > 2000)	Brazil	USA / Europe	Brazil

Gasoline blends fit use in regular cars

Flex Fuel vehicles

In March 2009 a lobbying group from the ethanol industry, Growth Energy, formally requested the U.S. Environmental Protection Agency (EPA) to allow the ethanol content in gasoline to be increased to 15 percent from 10 percent. Organizations doing such studies included the Energy Department, the State of Minnesota, the Renewable Fuels Association, the Rochester Institute of Technology, the Minnesota Center for Automotive Research, and Stockholm University in Sweden.

In January 2011 the EPA granted a waiver to allow up to 15% of ethanol blended with gasoline to be sold only for cars and light pickup trucks with a model year of 2001 or later. The EPA decided not to grant any waiver for E15 use in any motorcycles, heavy-duty vehicles, or non-road engines because current testing data does not support such a waiver. According to the Renewable Fuels Association the E15 waivers now cover 62% of vehicles on the road in the US, and the ethanol group estimates that if all 2001 and newer cars and pickups were to use E15, the theoretical blend wall for ethanol use would be approximately 17.5 billion gallons (66.2 billion liters) per year. EPA is still studying if older cars can withstand a 15 percent ethanol blend.

As EPA waiver authorize but does not require stations to offer E15, a practical barrier to the commercialization of the higher blend is the lack of infrastructure, similar to the limitations suffered by sales of E85, as most fuel stations do not have enough pumps to offer the new blend, few existing pumps are certified to dispense E15, and there are no dedicated tanks readily available to store E15. Also some state and federal regulations would have to change before E15 can be legally sold. The National Association of Convenience Stores, which represents most gasoline retailers, considers that the potential for actual E15 demand is small "because the auto industry is not embracing the fuel and is not adjusting their warranties or recommendations for the fuel type." One possible solution to the infrastructure barriers is the introduction of blender pumps that allow consumers to turn a dial to select the level of ethanol, which would also allow owners of flexible-fuel cars to buy E85 fuel.

In June 2011 EPA, in cooperation with the Federal Trade Commission, issued its final ruling regarding the E15 warning label that is required to be displayed in all E15 fuel dispensers in the U.S. to inform consumers about what vehicles can, and what vehicles and equipment cannot, use the E15 blend.

Both the Alliance of Automobile Manufacturers and the National Petrochemical and Refiners Association complained that relying solely on this warning label is not enough to protect consumers from misfueling. ☹



A Spit in the Wind

by Bill Bezik, Bethlehem, Pennsylvania



I glanced over at the clock and noticed the hour was late. My pen dropped to the pad and fell to the floor as I reached over and turned the light out. My thoughts wandered as I drifted off to sleep.

It was early evening back in the summer of 73 when I heard a peculiar loud rumbling, throaty sound coming down the street. I was upstairs relaxing lying on my bed reading a book. The day had been quiet and peaceful and I was winding down to the evening hours. The sound now went through a series of several rapidly decreasing steps in pitch and then leveled off in a low muffled tone. I did not think anything of it at first but I could no longer ignore my escalating wild curiosity. A few seconds later the sound abruptly stopped, there was dead silence. From my open window the birds chirped and sung out loudly as if to complain about the momentary disturbance.

I placed my book down carefully not to lose the page, rolled off the bed and moved slowly toward the open window facing the street. I pushed the drape over to the side, bent over and peered out the window and there walking across the lawn was my friend Howard. In his wake, parked against the curb of the street sat this small strange looking green sports car with the top down. It was very unfamiliar to me and appeared well used presenting a foreign look of adventure in a racy sort of fashion.

The doorbell rang that familiar tin sound as I went down-

stairs rather quickly in anticipation of just what was going on. I opened the front door and there stood Howard grinning from ear to ear. He was a rather interesting chap, looking like a Brit in hippy garb- he had on small black rimmed glasses, sported a flat top driving cap with wavy long hair cascading down spilling over the collar of a plaid shirt worn outside his dungaree pants.

“Hey man, wait till you see what I bought,” Howard drawled turning his head toward the street. With jingling keys we strolled across the front lawn over to the front curb. The sun was setting at the time and the air was turning comfortably cooler. There it sat- a 1969 Triumph Spitfire, British green with a black interior. It was tiny alright, a two-seater, sleek in appearance with beautifully sleek styling and sloping lines, a rather large steering wheel that came midway up the small angled windshield. The whole look of the car emitted an energy that was instantly intoxicating. It was something I have never seen before and gave a sense of some kind of machine that evoked character, coolness and adventure in a sophisticated kind of way.

We hopped in, Howard perpetually grinning, fired up the engine. The whole car shook and vibrated to life as the gauge needles danced about every which way. I don't know what it was but it gripped me really hard as we bucked forward and accelerated rapidly through the gears. The car was fast and

aggressive moving at high speeds turning with trigger like precision. Looking out the windshield the chrome strips running the hood above the wheels gave a toy-like sensation especially when turning when you felt totally connected and apart of the very fiber of the car. The bumps, cracks and varying ups and downs of the road- the car rattled, squeaked, click clacked and occasionally thumped as we rumbled along feeling every imperfection in the road surface. Seems everyone slowed down, turned and stared- studying our every move. Cars would honk passing and some would hang back behind us just to observe and dream. Occasionally we would approach an oncoming Spitfire or TR-6 and the customary flashing twice of the headlamps, day or night, signaled a unique band of camaraderie like none other I have ever experienced.

It wasn't long before we discovered the most scenic suburban roads in New Jersey. One day we were riding along a two-lane road and off to our right we saw this hidden narrow road just visible in the dense green overgrowth of trees. A couple of sudden downshifts and we quickly turned right and accelerated up a slight incline. The road leveled off and became narrower and well shaded from the overhead canopy of tall trees. Howard flipped on the headlamps as the car zoomed along at varying speeds, adrenaline pumped, making hairpin turns, the cool air whipped about every which way through the open cockpit. Occasionally Howard had to tug down on the brim of his cap to keep from blowing off. My body shifted this way and that way from the dizzying array of sudden turns at high speed. The road snaked through the countryside and seemed to have lost all sense of order and was difficult to anticipate the next turn.

Funny, but the car seemed to be pulled along by its own spirit and wanted to go where few have ever traveled before. I was more and more captivated and drawn deeper into its spell. To our left a large lake came into view and across on the other side by waters edge stood an old dilapidated boathouse. The car shook, rattled and rolled as we flew along the curvy road. The air became suddenly cooler with pockets of cold air from the stiff breeze coming off the lake, so Howard turned on the heater. We swiftly turned left, than right and accelerated quickly- the car screamed as it shifted through the gears in high rev and whined its deep throaty tones. Suddenly I bucked forward in my seat as Howard downshifted abruptly and we slightly lost traction as the car screeched to a full stop at a crossroad. One road looked just as fascinating as the next. With engine idling, the vibration of the car was felt in my right elbow and arm leaning out the window. We sat and gazed about and there- way up on a hilltop to our left stood this large structure that reached upward toward the sky. The closer we looked the more defined it appeared and discovered to our surprise it was a monastery of some sort. It was barely visible and was well hidden in the surrounding landscape.

The many adventurous excursions in Howard's Spitfire possessed me to where I purchased my own brand new 74 Spitfire. Although the body style was slightly different, it was a real beauty. The French Blue exterior with a black interior was striking and gave me that same excitement and adventure. I often explored and discovered many off-the-beaten path roads and could not wait to jump into the car, it was a part of me that well expressed my inner spirit. It is funny about such cars that they seem to become even more addictive with age, and the aging driver seems to fit well with the car. It is a realm of adventure where the skills of the driver are learned in our youth and mastered in our aging years. There are no restrictions or finality of attraction to such a vehicle. Once it touches the spirit within, it becomes intoxicating and grabs you under its spell. It looks cool of character to both the young and old, and defies the stereotypical image often portrayed or associated with a sports car.

Throw on a windbreaker with collar up, sport a flat top hat, maybe even smoke a cigar and step out to the garage. As the early dawn sunlight streaks its golden light on the far wall, raise the garage door. The birds chirp out a song of rejoice for a new day has dawned. A couple of puffs from the cigar as you stand there mesmerized gazing at the car. The trance is broken- an energy surges up inside you as you walk toward the car. You open the door and reach in to unlatch and lower the top. The inside cockpit filled with gauges, wood and leather calls out a compelling whisper. Pulling down on the brim of your hat you bend sideways placing one leg in- lowering your body and slip in one smooth motion down into the seat. A momentary pause and then you reach out with your left arm and gently close the door. You sit there motionless as you scan the sleeping gauges. All is quiet and still. Adjusting the rearview mirror you then insert the key, depress the clutch pedal as you pull the gear shift out of first into neutral, pull the choke knob full out, and slowly turn the key. On the first try the engine fires up! All is rumbling, and shaking as the needle on the gauges dance and come to life! After about thirty seconds you push the choke knob half-in as the temperature gauge needle starts its climb in normal range. The choke knob is now pushed in full, you scan the gauges, all read normal and you are ready to roll!

The memories of those times have never faded but seem to live on eternally. The spirit- that keeps the cars alive know what a thousand words cannot express. The times are moving and ever changing, the excitement of the British sports car seems to continue to thrive on a lonely stretch of road in the hearts of those who feel its rhythm. Sometimes it is something beyond human entanglement that we stumble upon and let go so quickly only to realize it moves on its own course to a place of a higher realm. The spirit that moves the British sports car is well alive and no better times are upon us then now to pause and follow the road to our dreams! 🍷

READERS STORY

FC25071L

by Tom Turner, Danville, California

This is my 1964 Spitfire FC 25071 at the Monterey Reunion in 2010. I bought the car in 1993 from Paul Mace who had modified it extensively over a 20 year period and raced it in SCCA on the West Coast. The G-production car needed a little updating and I began racing it in 1994. We won a few San Francisco regional championships in the late 90's and then began to also run National races up and down the west coast.

Two Divisional Championships followed and we competed in the Run-offs in 2003 at Mid-Ohio. With the intention of returning to the Runoffs in 2005 we continued to compete. An accident in Arizona got me to thinking about restoration instead of repair. Out came the 13:1 engine, the dry sump, the Quaife gearbox and the full cage and I began a frame off restoration.

The interior was restored to original right down to the carpets, door cards, and passenger seat; all fiberglass was replaced with original panels and a single hoop roll bar was substituted per 1968-70 SCCA GCR. The engine is still an 1147cc with standard rockers, crank and SU carburetors. The gearbox is a 1964 w/o 1st. gear synchro. When I had it painted, it was on a rotisserie so we painted inside, outside, under and finished with a clearcoat. Our first vintage race was the Reno Historics (HMSA) in 2007. Since then I taken it to the Wine Country Historics, Sonoma, Monterey, Coronado Festival of Speed, Kastner Cup at Laguna Seca and numerous other venues for vintage competition. In 2010, MSN selected this car as one of "The Ten Coolest Cars at the 2010 Rolex Monterey Motorsports Reunion".

She has been a joy to drive and to work on over the years. In fact, as a vintage car I find I spend less time under the bonnet than I used to and enjoy the races even more. 🏁



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???

1970 Triumph GT6+ (MkII)

Found on triumphexperience.com, sent in by Hazen Wardle, Idaho

Roy Guzzo of Winnipeg, Canada is offering this GT6+ carcass for sale.

It is currently sitting on a Jeep CJ5 chassis. Roy says it was easier to move the carcass around this way, but he did admit that he was tempted to join the two and build a monster GT6 4X4.

That moment of insanity passed and he is ready to sell the body tub so someone can restore it to glory. 🌀



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

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

So do you think the sign installers even noticed what their finished project looked like?

This sign was sent in by Amy of Indiana via Facebook.

Signs



Have you spotted a sign that you think is funny and should be shared? If so, send your submissions to the magazine at: Spitfire & GT6 Magazine, PO Box 30806, Knoxville, TN, USA, 37930, by email to: editor@triumphspitfire.com or on Facebook at www.facebook.com/spitfiregt6magazine/

CLASSIFIED ADS

CLASSIFIEDS

CARS FOR SALE



FOR SALE: 1970 GT6+

Rust free, fresh engine, overdrive, SU carbs, Panasport wheels, Yokohama high performance tires, Monza exhaust, 69,135 miles, Optima red top battery, Kenwood radio, Pertronix ignition module, Facet electric fuel pump, extra parts. A STRONG RUNNER! \$6500.

Craig Murden, Wilmington, North Carolina
cemurden@ec.rr.com



FOR SALE: 1979 Spitfire 1500

Four speed with overdrive, new tires, 44k miles, good running condition. \$4,500 or BO Ed Batt, Huntington Beach, California
714-964-1345

FOR SALE: 1966 Herald 1200

I am selling my Triumph Herald 1200cc Convertible, Colour is BRG and interior red. A great minor restoration project. If you are interested let me know and I will forward you the photos of my car.

Henry, Canada
hxavier99106@hotmail.com

CARS FOR SALE

FOR SALE: 1979 Spitfire 1500

Must inspect in person to see the excellent value of this car. Factory original parts, nothing altered or modified except rear air shocks. Many extras included including spare engine and transmission.

David Beems, Loxahatchee, Florida
561-644-1003 valentine1954@msn.com

FOR SALE: 1979 Spitfire 1500

Excellent condition, new burgundy metallic paint, black canvas top, Miata leather seats, Sony AM/FM/CD Stereo w/Extra speakers, MotoKITA wood steering wheel, Minilite alloy wheels and more. Email for pics. \$7,000

Michael Lawlor, Coral Springs, Florida
954 654-1464 mcy12915@aol.com

PARTS FOR SALE

FOR SALE OR TRADE:

1964 Spit Frame & Suspension

Sandblasted and painted with motor, drivetrain and more.

I need floor pans and lower A panels or 1963 Spit.

Lynne, Grand Rapids, Michigan
616-304-2288 lkdefouw@yahoo.com

FOR SALE: Spitfire Radio

Blanking Plate

High quality reproduction of the no longer available Triumph GT6 and Spitfire Mark IV and 1500 Radio Mounting Plate. Replaces British Leyland Part Number 709843, includes recess for radio faceplate. Fits late model Spitfires and GT6s. Molded from 0.090 inch thick ABS plastic with a wrinkle finish that looks just like the stock part. 50% thicker than stock steel part. May be cut to install a radio. \$29.95 with free shipping. Satisfaction guaranteed. Tim Castellano, San Juan Bautista, California
831-207-9858 tpcastellano@razzalink.com

PARTS FOR SALE

FOR SALE: Spitfire Parts

I need to sell my collection of Triumph Spitfire Parts. It includes a fresh PRI Stage 3 engine and countless new parts.

Daniel Slay, Shreveport, Louisiana
dslay@slb.com

FOR SALE: Spitfire Engines

1500 engine, needs valve seat. 1300 engine complete with SU's, header, generator, & transmission. \$450 OBO.

Charles May, Raphine, Virginia
540-292-5367 charnan2@ntelos.net

FOR SALE: Rebuilt 1500 Engine

I have a Spitfire engine complete ready to go, with rebuilt transmission.

Engine is stage two build, Kehin quad carbs, headers, and too many other upgrade parts to list here. Please contact me for more info..

Robert Talkowski, Cape Coral, Florida
ibiselectrical@gmail.com

FOR SALE: Mk1 Engine & Trans

Mk1 Spitfire engine block and transmission cheap. Also for sale or trade complete windows for GT-6, Spitfire SU carbs, MK 1 manifold, head, 2 starters, radiator top.

David Broder, Shelton, Connecticut
davidbroder@yahoo.com

FOR SALE: 76 Spitfire Body Parts

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stadert356@comcast.net

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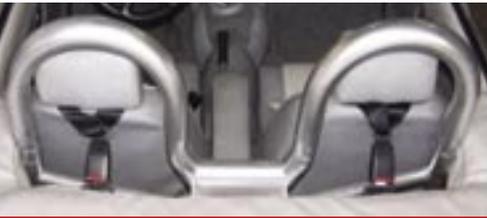
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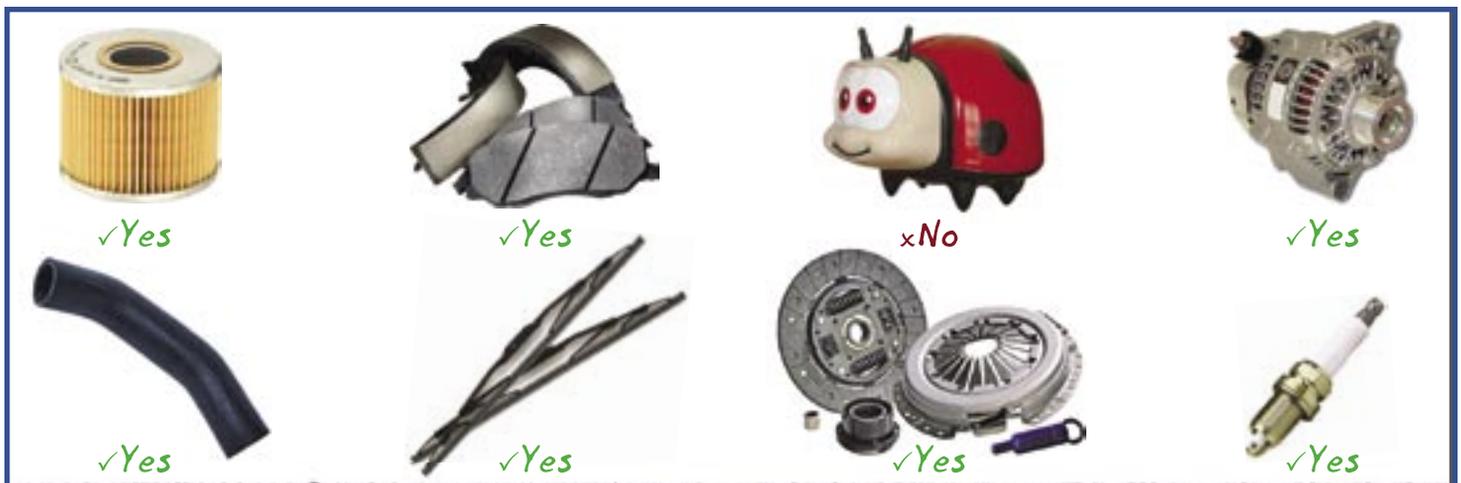
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