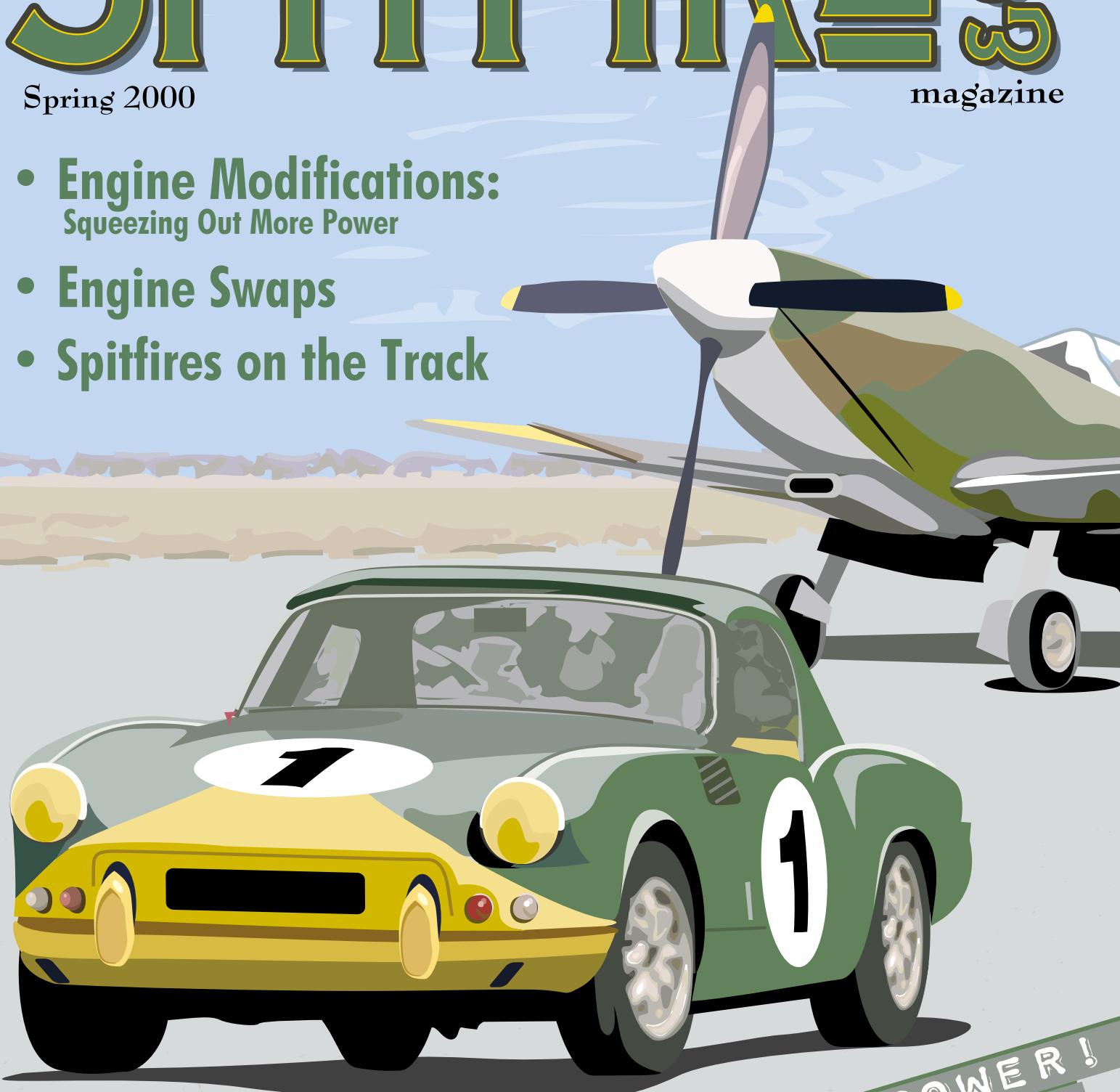


SPITFIRE

Spring 2000

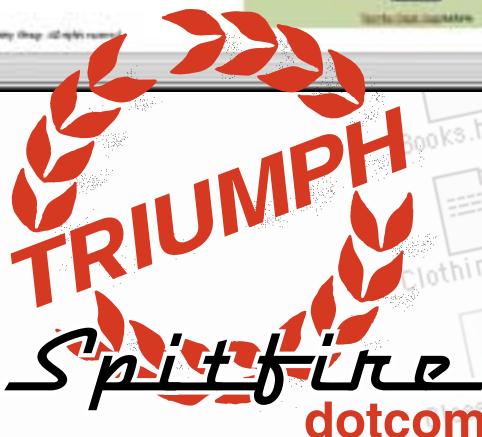
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from the editor



Spring is here and as I pulled my Spitfire from the garage, I couldn't help but think of all the people that have read the magazine, hit the

website and are as excited as I about pulling off the cover, firing her up (hopefully) and blowing off the dust and cobwebs the fun way; flying around the neighborhood. The senses are alive. The shine of the chrome, the wind in my hair, that familiar burning oil smell, the whine of the transmission. I can't help but feel a special kinship with all you classic car owners all around the world waking up their cars from a long winter nap at the very same moment.

Although we started small, Triumph Spitfire magazine is steadily growing with readers from 49 states (sorry Vermont), Canada, 10 European countries, a few in South America and even a lone Spit owner in New Zealand. We have had stories submitted from as far away as China. We have no idea of the enthusiasm for these humble little cars. We appreciate all the suppliers, readers and experts that submitted stories, photos and advice, especially the feature story writers. E-mail them and let them know you read and enjoyed their stories. And as always, we invite any information for publishing in the next issue. We are always looking for suggestions for improving the magazine, ideas for stories, anything! And I would like to make a special request out to the GT6 owners. There is so little about the car out there. Help us share your wonderful car with all the others. Remember, the magazine is yours and is here to help and inform other Spitfire and GT6 owners. Any education is welcomed.

Thanks and looking forward to hearing from you,

A handwritten signature in blue ink, appearing to read "John Goethert".

John Goethert
editor



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CONTRIBUTING WRITERS

Chris Cancelli

Dayton J. Carpenter, Esq.

Susan Hensley

Andy Prevelig

Mitchell Rhine

Barry Schwartz

Dave West

US ADVERTISING SALES

Tom Broberg

tom@magazinepublisher.com

1-800-487-3333

EUROPEAN ADVERTISING SALES

John Griffiths

johnyg4@hotmail.com

PUBLISHER

Profiles Marketing Group

EDITOR

John Goethert

PRINTING

Pulaski Web

DESIGN & PRODUCTION

Magazine
Publisher



7815-C Oak Ridge Highway
Knoxville TN 37931
(800)487-3333

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AWAKE THAT CAT

Just got your first issue and it looks good! I'm glad that somebody is championing this under-rated car at last.

My wife and I both autocross Spitfires (Hers is a '76 1500 and mine is a '70 Mk III) and I am currently building a "SpitCat"... a modified Spitfire frame/body with a Jaguar V-12 engine/trans.

As the editor of for the Temple Tablet (the Temple of Triumph newsletter), I have written a number of technical and how-to articles, most of which pertain to Spitfires. I would be happy to share these with your magazine if you have need of articles.

Let me know if you'd be interested.

Andy Prevelig
Tallahassee, FL 32311
Maybe in an upcoming issue Andy will show us the status of his "SpitCat"

GOOD THINGS COME TO THOSE WHO WAIT!

Congratulations on your premier issue and THANKS! The timing of your publication is downright eerie.

My first car was a 1967 Spitfire Mk3 that I purchased from my older sister in 1976 for \$300. She had bought it new and owned it for 9 years. Cosmetically, the car was in beautiful shape with about 54,000 miles on the speedometer. The engine ran perfectly. I was 16 years old and the envy of a lot of my schoolmates. Most had never seen a Spitfire Mk3 before. One of the first "improvements" I made was to replace the stock mast with a power antennae. I also fitted a set of Koni shocks all the way around. I placed a Pioneer stereo on the shelf next to the steering wheel and fitted two new gauges separated by two toggle switches with power lights in place where the stock radio used to be. The gauges were an amp meter and an oil

pressure gauge. I can't remember if they were Smiths or Jaeger, but I bought them from a salvage yard and they matched the rest of the stock gauges beautifully. The switches in between the new gauges operated a new set of foglights and the power antennae.

A new clutch was my first major project. Less than a year into ownership, the transmission needed rebuilding as well. I still remember that the \$700 price tag was a real hardship for me at the time. Still, my love affair with my Mk3 continued. Less than a year after that, two major problems set me reeling even further: The hubs had worn on my right front wire wheel and while lightly applying the brakes while exiting the freeway at about 60 MPH, the front wheel fell completely off the car!! My brake disc was kicking up sparks as it met with the asphalt. I managed to keep the car pointed straight ahead and came to a gradual stop while staring in disbelief as my wire wheel maintained its speed down the off ramp without me. It nearly broadsided a car on the road below, before hitting the center divider, launching a good 15' in the air, nearly conking a VW Beetle head on and disappearing down the road, still at a high rate of speed, against the direction of traffic and out of view. I've religiously worn a seatbelt ever since. A year or so later, a failing transmission (again), a hit and run ding in my bonnet and further concerns about the viability of the remaining wire wheels that I couldn't afford to replace prompted me to sell the car for \$400.

In the ensuing years, I've had two or three dreams about finding my old car again, covered under a tarp in my backyard or something. It would always be disappointing to wake up and realize that the car was in fact, long gone. I've always regretted having sold it the way I did, but at the time, I was an 18-year-old kid, living on my

own and earning \$650 a month. There was no way I could afford the upkeep.

Now, 22 years later, I'm in a completely different situation. I live on an acre in San Diego, own a home with a three car garage and can easily afford to maintain a Spitfire. About three months ago, my wife and I bought a VW New Beetle turbo. Driving that car has been SO fun, but something was missing. The rumble of the engine and the wind in my hair.

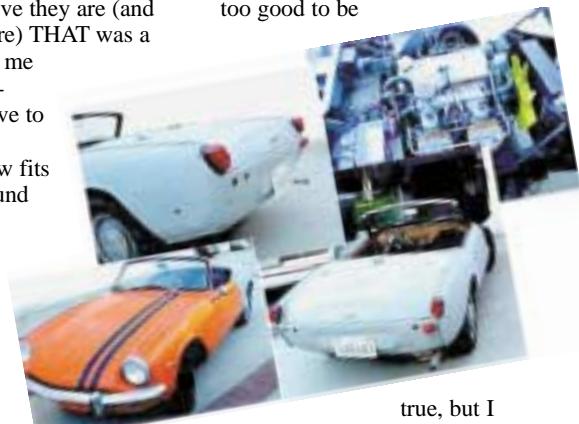
I thought back to the Spitfire Mk3 that I left behind all those years ago and was suddenly consumed by a deep desire to find that car again. Oh, I know that I would never find MY old Spitfire, but I began a nationwide search in earnest for another Spitfire Mk3 to cherish and keep forever, now that I can afford it. I was AMAZED at all of the great resources for parts and information there are for the Spitfire on the Internet. Wow! And the cars are still VERY affordable! Considering how fun and attractive they are (and increasingly rare) THAT was a real surprise to me and only galvanized my resolve to find one.

After a few fits and starts, I found two: A central California project car on eBay and a nicely restored example of the marque in Oklahoma. Both were '69 Spitfires and didn't have the center-mounted instrument cluster that I knew and loved so well. A few small cosmetic issues prevented me from offering the top dollar that the Oklahoma owner wanted and my winning bid of a quite reasonable \$1,110 won me the restorable car on eBay, which I had shipped down a week later for \$300. One of the things that appealed to me about this run-

ning, fairly straight car was the rollbar that was included. Little did I realize that it wasn't even bolted down -- or that there were no seatbelts, either. The fellow I bought the Spitfire from really misrepresented the car. It popped out of 3rd gear when decelerating, had two decent sized rust holes in the rocker panels (the eBay owner said "NO RUST!") and was in generally filthy condition. Shame on him. Still, the price was right and I was determined to move forward with the restoration unless something better came along.

Boy, did it ever.

A few days after purchasing the eBay Spitfire and the Oklahoma deal fell through, I found my treasure: A 1967 RHD Spitfire Mk3 that has been in storage and driven less than 8,000 miles in the last 20 years. The seller lives in Chicago and bought the Spitfire from the original owner when he was stationed in England during his military duty. The car sounded too good to be

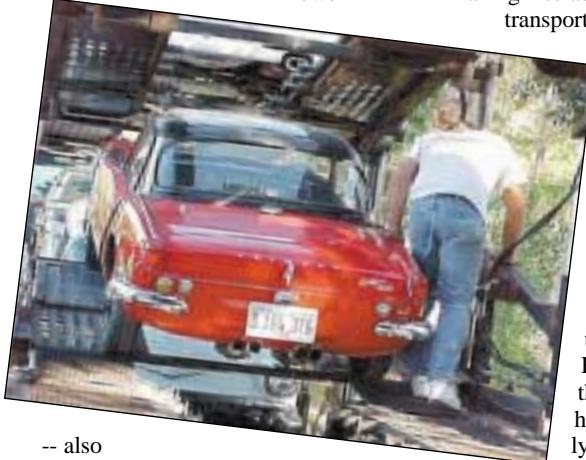


true, but I was impressed with the candor of the seller. He said that the paint was only fair -- that he'd repainted the car after replacing the rusted rocker panels with galvanized steel replacements about ten years ago.

The car had only been driven sporadically during the summer and stored in garages the rest of the year indoors. The clutch, bearings, radial tires and other components have less than

two thousand miles on them. The valves, guides and seats are genuine British Leyland parts he received years ago, yet only have about 5,000 miles on them.

The wiring harness was newer



-- also

ordered directly from British Leyland and I'm glad it's newer, since right-hand-drive wiring harnesses are different and would be very hard to find nowadays. The owner sent me photographs taken just a day or two before (he even placed a sign in the dashboard with the current date to prove that these were current photos) and I was dumfounded with how straight and clean and gorgeous this car looks right now! The original steel factory hard top is included. There was never a soft top and the steel wheels are being replaced by a set of wires that I also found on eBay with splines and hubs that are in very good shape.

Since this was a long distance transaction, I paid a professional inspection service to evaluate the car for me. It was in exactly the condition that the owner described and according to the inspector, contained no areas of rust to be concerned with, including the floorpans and frame. WOW! The inspector also believes by the general condition of the vehicle that the 86,500 miles showing on the odometer is original and the owner signed a legal document for me certifying the same.

Everything works, everything is complete and the car is mechanically sound. To quote the inspector: "The engine compartment is so clean you could eat off it."

Taking into account my transportation costs and his own personal circumstances that forced his sale, the owner graciously dropped his asking price from \$3,500 to \$2,000. He's just glad that the car he has so carefully preserved is going to a great

home with someone who will cherish and care for it as much as he would have, had he been able to carry on. To find this car that is so identical to the one I used to own (except for the addition of the hard top and it being RHD) is a dream come true. To find a magazine like SPITFIRE & GT6 only underscores my enthusiasm for finding this rare gem. The transport company is picking up my prize tomorrow. It should be delivered to me by my 40th birthday, which is in two weeks. Ah, I'll be entering my mid-life crisis in style, for sure!!

Meanwhile, I have since resold the eBay Spitfire (sans the rollbar, which I'll be keeping, especially now that I'm braving the refitting of wire wheels again), for \$1,625 (to the chagrin of the huckster that sold it to me for \$500 less -- he even sent me a nasty e-mail). Unlike the gent who sells cars for a living on eBay, I decided to reveal ALL the warts and problems of the project Spitfire by offering a complete disclosure and was rewarded for my honest approach with not only a new rollbar, but a recoup of all my costs associated with purchasing

the car, plus \$200. Not bad. The eBay Spitfire is finding a new home in Norway (!) and I'm looking forward to seeing the finished version of the restorable when her new owner gets cranking.

I'll be publishing a web page featuring my '67 RHD Spitfire Mk3, along with my restoration efforts in the very near future. I also hope to see a photo of my pride and joy featured in your fine magazine at some future date.

Best wishes,

Jeff

Visit Jeff's "new" website at www.ohms.com/spitfire/spitfire.shtml

NEW AND LOVED

I saw my Baby Blue on your web-site & in the mag, I don't subscribe myself as my fiancé, Brad Richardson, did for both of us. It was good to see her there as she's still in the UK whereas I'm currently in Chicago. I'm also sending a few more pics of the car taken when I was back there in November with her 'summer livery', the hood rather than the hard top. I don't have a great camera and the weather wasn't too good but they seemed to come out ok.

Brad & I found several articles of interest - he'd LOVE to have that 'new-old' Spitfire, it's always been his dream to find one like that. I was interested to see the article on the slave cylinder replacement as mine went on me just before I came over here so I've left a friend to get that fixed for me but I hadn't realized quite what an involved job it'll be - I don't think he does either!

Keep up the good work, we'll be looking forward to the next issue.

Sue Hunneybell

OLD BUT STILL LOVED

John,

Some time ago you left me your card and a copy of "Spitfire & GT6" in my mail box. You asked me to contact you if I ever wanted to sell my Spitfire. That

is the last thing I want to do. I've owned it since 77 and have had many an enjoyable trip over the years. Right now (and for the last 2 years) it has been down due to severely pitted and leaky SU Carbs. I know that having it sit is very bad for it, but I have not been in a position to spend the money to replace them.

Every time I think I can have the work done some other priority pops up. I am not handy and have to pay to have any work done. This holds true for my 110 year old house. Seems as if the leaky roof must take priority over my leaky carburetors. I've had the engine rebuilt twice and aside from the carbs it was in good shape. The body is fine although sitting around under tarps is not the best way to protect it. It is time for a new top, but that is not as important as the carbs. I appreciate your contact. Please keep me on your mailing list. I trust you will have sympathy for me as I am forced to miss another year of tooling the backroads on these fine spring days.

Best to You,
Mark E. Schempp

Let us know what you think.

Address letters to editor and mail to:
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Guide to Originality by John Thomason for Triumph Spitfire & GT6; 160 pgs, hardcover	\$ 34.95
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Book Review



Triumph Spitfire and GT6, a Collector's Guide

By Graham Robson,
128 pages, \$30, £18

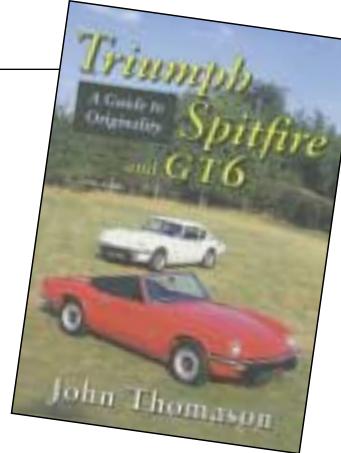
From Motor Racing Publications, Triumph Spitfire & GT6 is a hard-bound book dealing with the history of the two cars. The book starts out with ancestry and heritage of the breed; the cars that lead to the Spitfire and GT6. The next two chapters deal with the Spitfire 4 through 1500. This overview describes general model changes as well as public reaction. It chronicles the rise in popularity with comparisons to the other Triumph models as well as its direct competitors, like the Spridget. Included is a section dealing with the effects American legislation had on the cars throughout their life.

The next chapter is a wonderful look at Spitfires' stint in racing and rallying. From factory based LeMans cars to private entries like Group 44, Triumph's work and wins are well chronicled.

The next two chapters deal with the GT6. Explaining the changes throughout its life, the book lists upgrades that not only made it a better car but a better competitor to the MGB-GT.

Also included in the book are chapters on other Triumph models, strip-down through rebuilding, Clubs, and an appendix containing info like general specs, production figures, etc.

If there was only one book to own for the non-restoring Spit/GT6 owner, this would be it.



Triumph Spitfire and GT6, A Guide to Originality.

By John Thomason,
159 pages, \$35, £20

This hard-bound book by Crowood Press contains 9 chapters dealing with every aspect of Spitfire & GT6 restoration and troubleshooting. Each chapter deals with all Spitfire models and then GT6; 5 Spitfire chapters and 3 GT6's.

With over 500 photographs and thoroughly cross-referenced, Triumph Spitfire and GT6 is an easy to use and quick reference guide, invaluable to owners wishing to maintain or restore their cars to be as near factory specification as possible.

This book has everything need to know about the cars explaining obscure and subtle differences not just between series but years and commission numbers. For instance, referring to the badge placement on the bonnet of the 1500, it states "the British Leyland 'House Badges' continued to be fitted to the side of the bonnet, although from October 1975 it became policy to fit only one, on the right wing for right-hand drive vehicles and on the left wing for left hand drive. In 1976 they began to be left off completely." This is just a small sample the kind of detail this book contains.

There is a center section in full-color showing beautiful photos of each model as well as a color chart with paint codes.

This book is a concours Spitfire owner's or restorer's must have book.

SPITFIRE/GT6 MAGAZINE A SPONSOR FOR VTR CONVENTION

Vintage Triumph Register recently asked us to sponsor a trophy for the Mid-Atlantic Regional Convention. The concours trophy will be for the best early Spitfire.

This years event, like always, will be tons to do and see. Planned driving events will include a "Funkhana", an autocross (helmet required), TSD Rallye and a fun rallye. For history buffs, there will be a tour of Montecello; Thomas Jefferson's home. If your car

isn't running, there will be many social events to keep you entertained; a welcome reception, a parts auction, Concours d'Elegance, cars show and a dinner tour in historic Shockoe Slip. The awards banquet will feature PBS TV's Motorweek host Pat Goss as speaker.

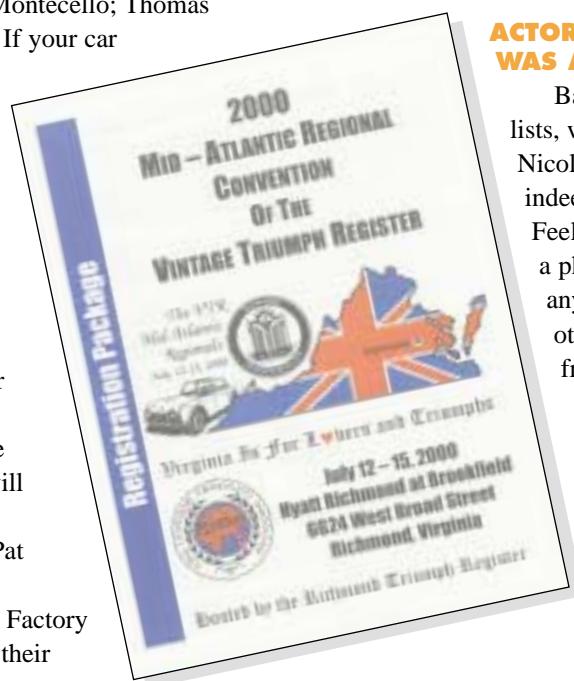
The Roadster Factory will be setting up their famous "Mobile Showroom" plus representatives from Rimmer Brothers and Moss will attend. There will also be an autojumble, tech sessions, a Triumph related craft, model and photo contest, and much more.

Don't miss this wonderful event. It will be held July 12-15 in Richmond Virginia. For a registration package visit www.tsquare.com/rtr or write to the Richmond Triumph Register c/o Kevin & Kim Beam
14303 West Shore Court
Midlothian, VA 23112-6228

NORTH AMERICAN SPITFIRE CLUB BEING FORMED

Spitfire enthusiasts all over the US and Canada have long wondered why there wasn't a

club for their favorite Triumph. The wait may be over. The North American Spitfire Squadron is in the process of being formed by a group of internet junkies. They have set up a email service and Bulletin Board that keeps members informed about upcoming events and news. Because the club is in the early stages, they are currently discussing club policy and working on a logo. Visit <http://www.egroups.com/list/nass/info.html> for more information.



ACTOR NICOLAS CAGE'S FIRST CAR WAS A SPITFIRE

Based on a tip from the Spitfire email lists, we were able to confirm through the Nicolas Cage Fan Club that Mr. Cage did indeed own a Mk3 during high school. Feelers are out there to try to track down a photo for the next issue. If you have any leads for the photo or know of any other celebrity Spitfire owners, feel free to let us know.

SPIT TRIVIA

- 1964 Spitfire 4 weighs 1474 lbs.
- Spitfire Magazine issue 1 (delivery weight): 750 lbs.



Cool Checks

Reader Michael Altomore subscribed to Spitfire Magazine using these interesting checks.

Reader's Cars



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suzie_bear@hotmail.com



friends of
Chris Hauer, Wisconsin, USA



To have your car featured in next month's magazine and on the Spitfire.com website, e-mail us at info@triumphSpitfire.com



Barry Schwartz, California US
bschwart@pacbell.net

Diane (wife of Mitch Johnson), Utah US
SpitfiresRule@aol.com



Chawn (and Blake), Texas US
c.bodin@gte.net



Spitfire Spotters

In the Feb. Maxim Magazine (Swimsuit Issue!) there is an article on dumb things guys have done to gain the affection of a woman. On page 70 this college guy drove 800 miles, through the night, in a blizzard, with his Triumph Spitfire "with bad carbs" to see this girl whom he had a crush on in high school; when she e-mailed him saying she was homesick. 18 hours later he arrived to a most gracious lady friend all thanks to his Spitfire.

Ryan Smith



The other night my daughter was watching The Brady Bunch, (she's 10 and I have tried to get her involved in real TV like SpeedVision, it's not working yet). The episode had Marsha's new boyfriend played football for a rival high school and the boyfriend stole the playbook. A long (and stupid) story cut short, the new boyfriend did have good taste in cars, he drove into the backyard of the Brady's in a early Red 70's Spit. Bet his Daddy bought it for him!

Craig Smith
Greenville, SC



On the front page of my local paper is a picture of a 72 Spit in Alabama, with a tree laying down on its hood and crushing its windshield. The paper is on its way to you tomorrow a.m. A very alert reporter, glad I also subscribe to your "Great" magazine.

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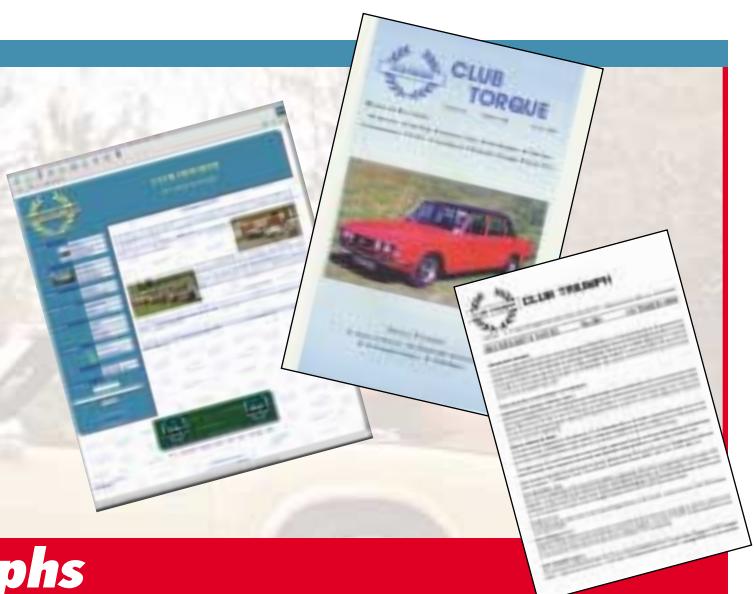
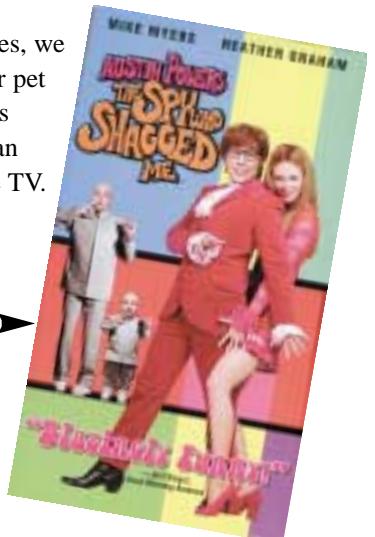
Visit the website that lists most if not all Triumphs in the movies:
www.triumph.cs.utah.edu/www/triumph/trmovies.html

To break the boredom while doing brochures, we will occasionally insert a family member or pet into picture frames or television sets. In this brochure for a mobile home company, Susan Hensley and her racecar can be seen on the TV.

John Goethert
Knoxville, TN

In the movie "Austin Powers: The Spy Who Shagged Me" Felicity and Austin are dancing in front of a clothing store and a yellow GT6 drove by in the background.

Carole Franklin
Manchester, TN



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Building Your Own Car Trailer

BY ANDY PREVELIG

You may think that a trailer capable of carrying your LBC is the last thing you need, but - consider this: If you are in the market for one or more vintage autos, an automotive trailer will save you a minimum of \$75 each time you bring home some project car that seems a bit unsafe to tow. If you autocross, having to drive your LBC back home afterwards can mean a reluctance to really "push" it... this translates into quite a few seconds added to your time. Also for the racers among you, a trailer means no last minute tire changes are adding those few extra pounds of air...just roll it off the trailer and go! And even if your LBC isn't up to a cross-country drive, a trailer expands the events you can participate in regardless of distance.

For all the reasons listed above, I decided I

really needed a car trailer. But...have you priced some of the offerings? I don't mean the 60' enclosed trailers you see in racing mags, but even the 20' rail jobs are going for way too much money. The used trailers I've seen that are more reasonably priced still did not meet my needs. Either they were too long for our Spitfires, or their design included inconveniences, (such as not being able to open the car doors while it was on the trailer, due to the high trestles at the side).

So I decided to build my own trailer, saving money, getting all the features I wanted, and having fun building it. The first step was developing criteria for the design: The trailer had to be long enough to allow the car position to be moved forward and back to achieve the required tongue weight for safe trailering, yet short enough to fit

entirely in our garage with the door down. Ground clearance must be at least 18" to the bottom of the frame so that I could use the trailer as a mini-lift for working under the vehicle, this also meant an open frame design rather than a full floor. To keep the trailer short enough for the confines of a 20' garage, it needed both a loading ramp and a tongue assembly to either pivot or be removable. With the relatively high ground clearance I wanted, the angle of the ramp became a concern, since our Spitfires only have about 4" clearance to negotiate a crest. The solution was to curve or angle the rear 3-4' of the trailer downward, allowing a gentler pitch for the ramp.

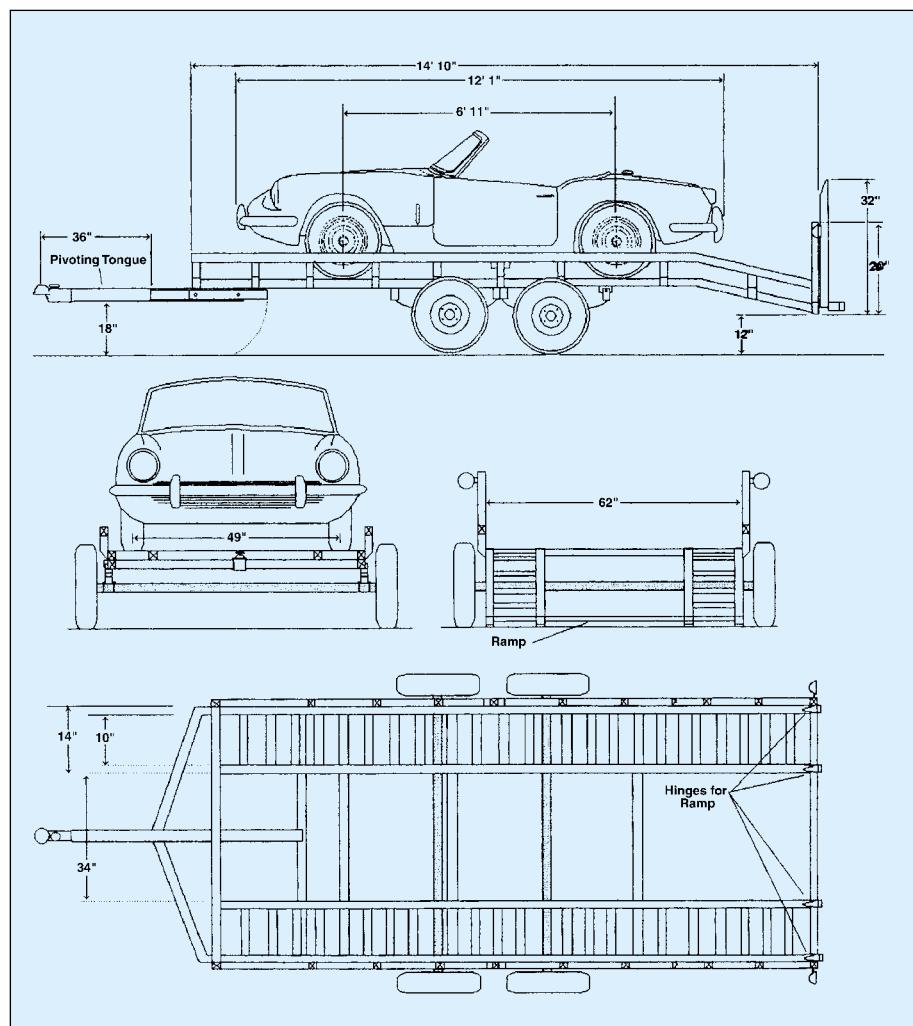
I wanted tandem axles, so the trailer would be stable when not hitched to our truck. One problem with tandem axles is that the tires tend to "scrub" on tight corners, but if the axles are close enough, the scrubbing is minimal. I would mount the axles as close as the leaf-spring shackles would allow. From the ground up, the springs, axles, hubs and wheels were the first on the shopping list. Northern Hydraulics, a mail order company, had the best deal on complete sets including mounted tires. These cost about \$300-\$400 for two assemblies, depending on the size and weight capacity needed and would be the major expense involved. I was hoping to build a trailer for under \$800.

For the frame I chose 2" X 2" steel tubing. At 14 gauge, this would be strong enough if it were reinforced by a trestle of the same diameter. Locally, Jackson-Cook sells these, and it took me two trips to bring home the ten 20' lengths I needed. I had opted to use 10" pieces of the 2 x 2 as cross members between the two main rails at either side. These would form a flat ladder-like structure for the Spitfire wheels. I had originally considered steel "diamond tread" material for this area, but the ladder design was cheaper, would offer good traction and contribute more to over-all strength of the trailer. The ramp assembly would also have the 2 X 2 ladder design and would hinge and lock in a near vertical position once the

car was loaded. The tongue assembly would be a length of 2 1/2" square tubing, 11 gauge, and braced by 2 X 2 triangulation's. As a unit, the assembly would be bolted to the main rails by four 1 1/2" diameter by 4 1/2" long bolts and could be either removed or pivoted up for meeting the length requirements of our garage. Locked in the 'up' position, the rear portion of the tongue unit would extend downward and act as a safety prop, stabilizing the trailer when using it as a lift.

The pivoting ramp unit would contain the required lights and license plate, visible when locked in the 'up' position. The rearmost 10" cross member would be tapered to allow a smooth roll from ground level up the ramp.

Another advantage to minimizing the length is that the trailer can be housed in the garage during



Materials Price List

Wheels, tires, hubs, axles & springs	\$388.27
Steel square tubing, 14g; 200' @ \$1.41/ft	\$282.20
2 1/2" sq tubing for tongue tube	\$15.25
2" x 4" sq tubing for ramp hinge support	\$22.21
Lights & wiring kit	\$15.25
Misc: hinges, paint, bolts, liquid bed liner, hitch	\$41.70
Other small incidentals: Pop-rivets etc.	\$30.00
TOTAL	\$794.88

construction rather than be left out in the elements prior to the final coat of paint (ground down welds will rust really fast in a damp environment, even under a tarp).

So much for the design of the project. Now it was time to build it. Of course you need a decent welder, either gas or electric, but the rest of the equipment can be found in most workshops: a drill, hand grinder, clamps, etc. It is a great time saver if you have an electric compound miter saw. Putting a 7" metal-cutting blade on one of these will not only save time but make super-accurate cuts at perfect angles.

(For clarity, refer to the plans providing as you read this)

With the materials on hand, construction could begin. Wheels, hubs, axles and leaf springs were a simple bolt-together process, however the standard axle length was shorter than I needed. This was remedied by cutting each 1 3/4" axle tube at the center and inserting pieces of equal diameter and thickness. The added pieces, 11" long, first had a smaller diameter pipe welded inside, to extend past either end by 8". This was a safety feature to relieve any stress on the butt-welds to the axle halves. Since the axles do not turn, and the leaf spring shackles, mount at the extreme outer ends of the hubs, torsion and flex would be minimal anyway. With the axles at the proper length, the two outer 2 x 2 steel rails were cut to the desired length and clamped to the shackle brackets. After measuring to ensure these were absolutely parallel, the rails were drilled and bolted to the brackets. Welding will come later.

Although this article is not meant to be a tutorial on welding, a word about technique may

be appropriate: SAFETY is the prime consideration in the construction of the trailer. Welds can break, metal can fatigue. Any design should be planned to minimize and distribute stress and contain reinforcement in stressed areas. Do not tackle a project like this unless you are confident in your welding skills. Use enough heat to fully penetrate the metal. Chip, grind and re-weld until each joint is completely solid metal.

With the two main outer rails in place it was time to calculate how much angle I could put at the rear to provide a slope that the cars could negotiate without bottoming their clearance. The Spitfires have low ground clearance so the combined angles of the rail slope and the ramp had to be gentle enough for a vehicle with a bit over 4" clearance. Clamping wooden slats to a main rail simulated the intended slopes of the ramp and rail itself. A tape measure held at the same length as the Spitfire's wheel base was pulled taut and moved along the rail, checking that the greatest height encountered was under the 4" maximum.

There would be four identical rails, so once the proper angle for the rear bend was established, all four were notched, bent to the angle and welded. The two outer rails were then re-bolted to the shackle brackets and welded. The two inner rails were temporarily supported by lengths of steel clamped across the underside of the outer rails. The tread measurements of our cars determined the distance each inner rail must be from the outer rail. I wanted just enough width so that, if a car were to be driven as far to one side trestle as possible, the opposite side tire would still be completely in the rail tread. This turned out to be 14", so 10" spacers plus the 2" inner and outer rails would do. Rolling a Spitfire over a few 2 X 2 10" parallel spacers showed that the ideal distance between spacers (or "rungs" of the ladder-like tread) was 4" (6" centers).

Marking the 6" intervals along the outer rails with masking tape, just a few 10" rungs were welded on to support the inner rails at this point. (Since the rungs would be some of the shortest pieces fabricated, I wanted to cut most of those last, to utilize left-over lengths from other pieces.) Next came the trestle for each outer rail. These 2

X 2s were bent at the same angle as the previous rails but 2" shorter at the rear to butt against the planned vertical 2 X 2 posts which would hold the ramp in the 'up' position. The vertical pieces of the trestle were cut to 8" so the top of the trestle rail would still allow opening vehicle doors. I decided to cut the bottoms of these verticals at 45 degrees where they attached to the outside of the outer bottom rails for two reasons: First was for esthetics , since squared-off verticals just didn't look good. Second, a 45 degree cut would save material as I cut the various vertical pieces. The end cuts would be closed up by welding 14 gauge flat plates on.

I hate welding up-side-down, so I welded, so I welded all the 2 x 2 rungs only on the top and sides where they butted between the inner and outer rails, saving the bottom seams for later when I would tip the trailer on one side to weld them more conveniently.

Next was constructing the ramp. This would be similar in design to the trailer, with inner and outer rails separated by 10" rungs on 6" centers. A 2 X 2 across both ends would make the ramp into a frame. The forward end would be hinged to the rear of the trailer with four heavy-duty strap hinges, and the ramp could be locked in the 'up' position against the rearmost verticals of the side trestles. The rearmost rung on either side was sliced to fit the rails which had been tapered down to 1/2" high from the last 6" for a smoother transition from ground level to ramp.

Both rear verticals of the trestles had a small bracket welded on to mount the required lights. The license plate holder and light would be located on the underside of the ramp itself. The wiring would be run along the inside of the inner rails, secured with nylon cable clips every two feet.

As with the rest of the trailer, squareness of the ramp was critical so that hinges move smoothly and parts line up correctly. A large builder square is a great aid in lining everything up square and level. And...remember that garage floors are usually slightly angled for drainage, so don't rely on a bubble level unless the trailer is on an



absolutely level surface.

Next came the tongue assembly. I chose 2 1/2" square tubing at 11 gauge for the tongue tube. I wanted this piece to be stronger since the last three feet would not be reinforced by any triangulation. (The last 3 feet of the tongue tube needed to be free of any braces which would limit the angle of turning when hitched to the truck.) The rear end of the tongue tube was notched to fit over a 2 X 2 cross piece which formed a "T" and spanned between the two side pieces of the tongue assembly. These side pieces ran parallel to the trailer frame and then angled inward to triangulate with the tongue tube just behind the 3 foot clear section. The parallel areas of the side pieces were bolted by 6" X 1/2" bolts to the sections of 2 X 2 welded to the bottom of the outer rails, and could be pivoted up by removing the rearmost of the two bolts on each side. The 2 X 2 upper cross piece which reinforces between the front ends of the trestles was set back 4" so that the tongue assembly would be tilted slightly back when in the 'up' position. This tilt ensures that it will not fall back over until I can secure it with a bungy cord for garaging.

Fenders are a necessity if you do not want mud and gravel being thrown up on your trailered vehicle. Since one of my goals was to keep the trailer dimensions to a minimum for work-around



space when it was garaged, I wanted relatively narrow fenders, just enough to cover the 5" wide tires. I like the looks of a compound curved fender - where the curved outer edge is rolled along its length; I didn't have the equipment to make such an edge, so I went catalogue shopping for factory-made fenders. In Northern Tools and Equipment catalogue (formerly Northern Hydraulics), I found the perfect fender. It was heavy-duty (16 gauge) fender, 72" long and 10" wide, with the rolled edges I wanted. I bought just one of these and cut it down the middle lengthwise. Presto - two nice 5" fenders. Since they were longer than what my tandem wheel positions called for, I cut a 13" section out of the middle of each fender and butt-welded the two ends together giving me two 59" fenders. The 13" cut-out sections were pop-riveted over the center of each fender, making a sturdy area to be used as a step for getting in and out of the car when it was on the trailer. I made a supporting platform of 2 X 2's under the "step" area of each fender, welded to the vertical piece of each trestle side.

Once a hitch was attached to the tongue tube and all welds were inspected, it was time to test the trailer by pulling one of our Spitfires onto it. This was nail-biting time for me, because no matter how much or how carefully you measure, sometimes Murphy's Law prevails, and I didn't relish the idea of cutting and rewelding ramp angles if the ground clearance wasn't sufficient.

We backed our truck up and pulled the trailer out of the garage and partway down the drive. I lowered the ramp, got in my MK III and drove up unto the trailer. Two things became apparent: First, you have to line up pretty accurately, since the width between the side rails is not much more than 6" wider than the car tires. Second, as the car was going up the ramp there was a lot of weight on only the rear axle of the trailer, so before the front axle picked up some of the weight, the rear of the trailer tilted down a bit. No problem once the car was completely on the trailer, but I didn't like the angles: the hinged ramp came almost to horizontal position, which made the sloping rear 30" of the trailer treads slope even more steeply. There was still no problem with ground clearance but I wanted something to study the rear end while loading.

The solution was another trip to Jackson-Cook for a 4" X 2" piece of square tubing. I made what essentially looks like (and functions as) a rear bumper. It was held out 5" from the lower cross-piece of the ramp by two 4 X 2 pieces. Not only a great place for bumper stickers, but when the ramp is lowered for loading a car, this addition supports the hinged area fine and the trailer is rock-steady.

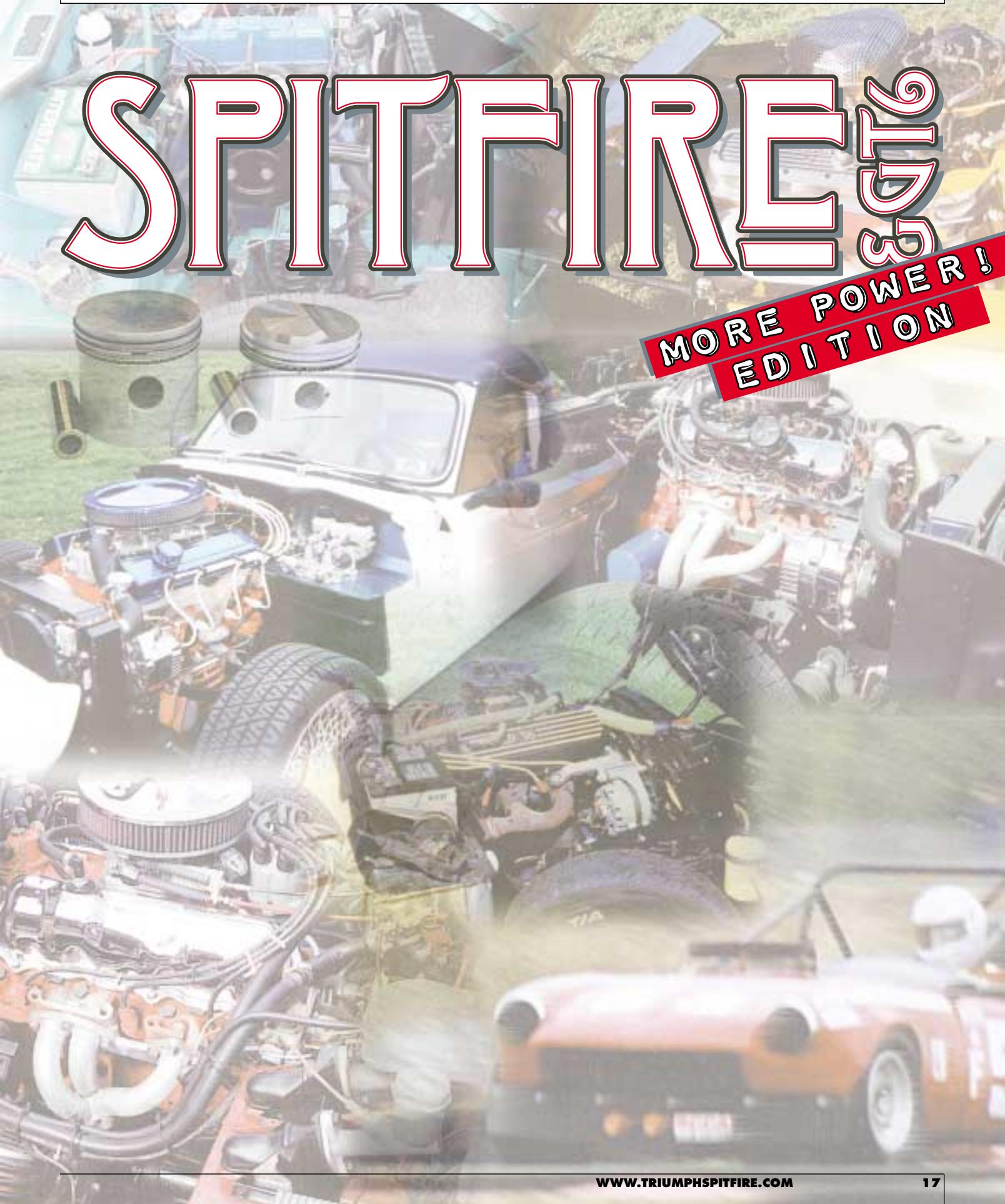
With the car pulled forward enough to create the desired 75-100 lbs force on the hitch, there is enough room at the front of the trailer for a tool box on either side. A spare tire can be mounted atop the triangle area of the tongue assembly. Now it was time for painting. I used three coats of Krylon gloss black for a finish that would be easy to touch up. Then nylon cable clamps were pop-riveted to the frame and the wiring was strung and the lights were tested. Traction on the treads was fine, but to provide a non-slip surface in wet weather, I used a "liquid bed liner" made for coating truck beds. This brushes right on and hardens to a thick non-skid coat.

The trailer project came in right at \$800. (see materials price list), which is very inexpensive for a new trailer. Now was time to use the new trailer and load up the Spitfire and hit the road.

Andy Prevelig is a freelance writer and Spitfire fanatic and can be reached at aprev@tdo.infi.net ☺

SPITFIRE^{GT}

MORE POWER!
EDITION





Ford 2.8 liter V6

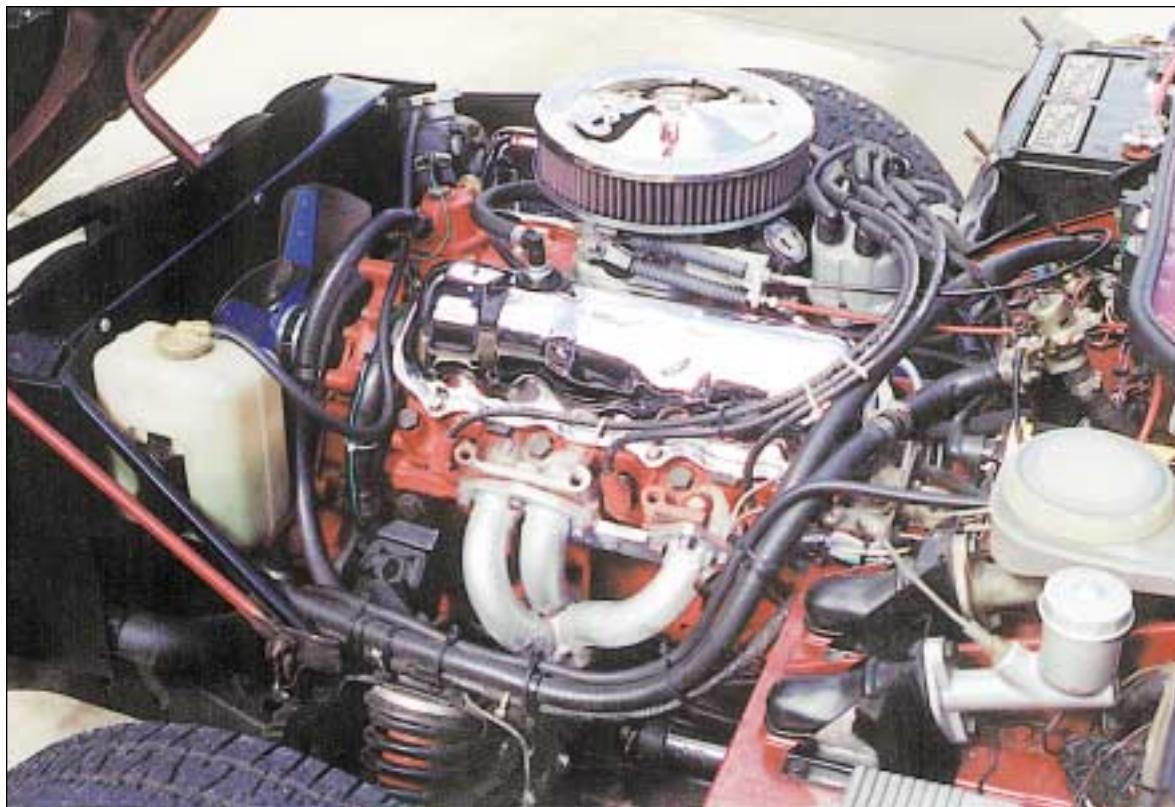
BY BARRY SCHWARTZ

I originally purchased this car, a 1972 Signal red Spitfire, in 1973 with just over 5000 miles on the odometer. After several breakdowns and just general lack of horsepower, remember the 72 was rated a whopping 48 BHP, I'd just had enough. I was in the local wrecking yard and saw a 2.6 liter Ford Capri and thought, I bet I could stuff that in my Spitfire. That was some 22 years and many iterations ago, and this is the car in it's current, ever evolving state.

The current engine, a 1974 Ford 2.8 liter V6, which I entirely rebuilt and had balanced, is equipped with a mild street cam (Comp cams) and

tube headers which were required in order for the engine to fit. I had to modify the oil pan for frame clearance, which consisted of notching the front of the pan (for the steering rack) and angle notching the right side of the pan (for clearing the suspension mounting assembly). You must use the Capri rear sump pan and oil pump assembly as the regular Mustang/Pinto unit has the deep end of the sump forward which would interfere with the front frame cross member and steering rack. This EuroFord V6 was derived from a V4 with a balance shaft mounted in the right side of the block. When mounting the engine crankshaft centrally in

Engine Swap



Engine Swap

the frame, the engine will appear to be offset to the right. This is the extra material left over from the V4 balance shaft casting, the same basic casting with two extra cylinders added to make it a V6. That's the reason that the oil pan needs that angle notch on the side for clearance. Stock mounting locations were used on the frame but, naturally, mounting the engine required new mounting brackets, which I fabricated from mild steel and welded together. One of these days I'm going to mill a set from solid aluminum billet, just for appearance's sake. Stock type GT6/TR6 engine mounts were used. Cooling is handled through a large, custom made, four core, crossflow radiator with dual thermostatically controlled electric pusher fans. The intake system is basically a stock 1977 manifold that uses the Ford 2 bbl Motocraft carburetor mounting, with a couple of slight modifications. I milled approximately 1/2 inch off the carb. mounting flange and made a two piece adapter to mount a Holley throttle body fuel injection unit, normally made to fit an 89 GM S10 truck. I also used the same electronic control unit and sensors, minus the electronic spark control, from that same model truck to supply the engine fueling requirements via electronic fuel injection. With a couple slight program changes to the ECU it runs pretty good, but I have purchased a Haltech ECU to replace the GM unit, and that is FULLY programmable. I plan on getting this set up and running in the near future, and this should really enable me to fine-tune the setup for max performance as well as economy. The fuel tank was modified with a return line and the 20 psig fuel pump sits right below it, mounted on the area that houses the rear spring, and is mostly concealed by the usual fiber trunk board. The ignition

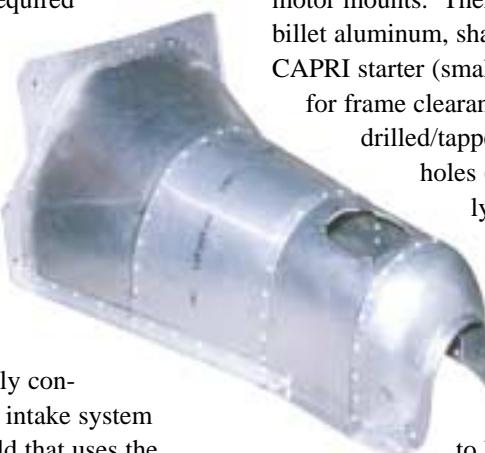
is a stock Ford Dura spark ignition system and has proven very reliable.

The transmission is now a Borg/Warner world class T5 with cobra ratios and required a few modifications as well. The aluminum 74 V6 Mustang bellhousing needed a little re-working which consisted of machining out the area where the starter motor mounts. Then a new piece was cut from billet aluminum, shaped for the smaller 2600 CAPRI starter (smaller than the stock MUSTANG for frame clearance), welded in place, and re-drilled/tapped for the starter mounting holes (it sounds worse than it actually was). I also moved the throwout bearing actuating arm from the left to the right side of the bellhousing (again for clearance). The stock Mustang uses a cable operated clutch and I wanted to keep it hydraulic. I used a

Mazda (truck) clutch slave cylinder mounted on a fabricated bracket to the right side of the transmission. This transmission required a slight trimming of the frame at the flanges and a slight dimple to clear, but nothing major. I also

used an allen bolt for one of the lower fasteners on the rear transmission extension for additional frame clearance. Since I had to trim the floorboards slightly (similar to when one adds an overdrive, but a little longer) because of the new length of this transmission, I had to make a new tunnel as the original style would no longer fit. That I fabricated out of aluminum.

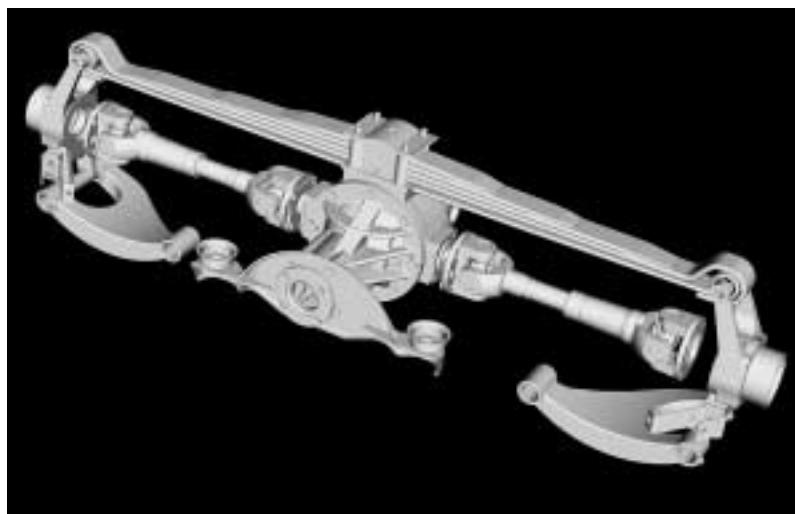
This transmission is quite a bit larger than the Spitfire unit. Unfortunately, this transmission also required making a new rear transmission u-joint yoke to match the rather smallish u-joints TRIUMPH used on their drive shafts. I used an axle yoke, minus the axle shaft itself (which is pinned and splined together in the usual Spitfire axle configuration), machined that to



fit the sliding splined shaft portion from the T5 tranny, then welded them together. In twenty some years of using this drive shaft/yoke combination, I've never had a failure of the custom part or u-joints, which have been replaced only once since I did this installation. Mounting of the rear of the transmission was handled by fabricating a new cross member, which bolts in just slightly aft of the original Spitfire transmission mounting locations. Shortening the drive shaft was also required because the new setup is quite a bit longer than even a Spitfire with overdrive.

I also decided to adapt the all-independent GT6+ rear suspension to replace the stock swing spring setup. The modifications required were to make and weld new mounting brackets to the frame for the lower wishbones (at the time I did this, these weren't available, but now you can buy them). Also, I needed to fabricate and weld the upper shock mounting brackets (you can buy these now as well) into the inner wheel well arches. As luck would have it, I had a GT6+ to use as a guide for fitting and location. 1/4" spacers were required at the rear for the tires (wider than stock) to clear the shocks at the upper wheel locations. I found that with so much torque available, I was ripping apart rubber doughnuts within months of replacing them, so I needed to do something to strengthen that area of the drive train. I replaced the Rotoflex joints and axles with TR6 sliding axle shafts by re-manufacturing the hubs and differential inner axle mounting flanges to accept larger TR6 U-joints. I also installed a Quaife torque-sensing carrier utilizing a 3:63 gear set. The rear transverse spring was left as a stock Spitfire swing spring. Cruising on the freeway at 70 yields about 2700 relaxed engine RPMs.

Front suspension modifications consisted of using GT6 uprights, rotors and calipers and replacing the Spitfire springs with stock Triumph Herald units. These springs have just a tad more load capacity and bring the ride height back up to factory specifications with the added weight of the larger engine. I found that the 2600 motor didn't require these springs. However, when I replaced that engine about 15 years ago with a larger 2800 cc one, changes made to the block for strengthen-



Engine Swap

ing reasons lead to a slightly heavier engine and the need for uprated front springs. I went to the larger engine mainly for parts availability as parts for the 2.6 liter became increasingly harder to come by, having only been imported for two years. The additional braking afforded from the GT6 front and rear components is also much appreciated. Just to round things out, the car is fitted with 6 inch Panaspors and 205/60R BF Goodrich radial TA tires.

The exhaust is getting an improved muffler in the next few weeks, as the stock TR6 one fitted is a bit restrictive at higher RPMs. After much research, I opted for a Borla muffler, and I will be welding up the pipes as soon as I get everything ordered.

The car is painted in a 1988 GM/Chevy truck color, Bright Red Iridescent, which is a clearcoat/basecoat paint type (most commonly referred to as paint code number 9206 in DupliColor's line of paint). It received that paint back in 1988, as well as the GT6 bonnet,



when somebody backed into the car while it was parked on the street.

This car is my daily driver, so a few modern features are also incorporated. The Sony Stereo/CD player is boosted with a 100 W power amp installed in the trunk area, and powers a ported sub-woofer system that fits over and completely covers the parcel shelf. If you were to look in the back you would see a slanted shelf that looks just like part of the car. You wouldn't think twice about it and would just think that it was the rear panel unless you were to look at it more closely and noticed the cutouts under the grill cloth for the sub-woofer and twin drivers that are mounted there. Cruise control is also fitted, which is a real blessing on long trips. The dash is made from ABS plastic that I machined and fitted with TR6 gauges for oil pressure, amps, fuel level, and water temp, as well as large rocker switches for the wipers, lights, and the two speed heater motor.

This project is still evolving, but at this stage, after twenty some years of changes, I think I have modified almost everything that I've wanted to modify. It's more fun than any car I have ever owned. It handles beautifully, has plenty of power, more than you really need, and is as reliable as any modern day vehicle. But who knows, you know that 4.0 liter Ford Explorer is basically the same block... and with just a little more fabrication... Honey, do you think... ☺





Chevy 4.3L V-6

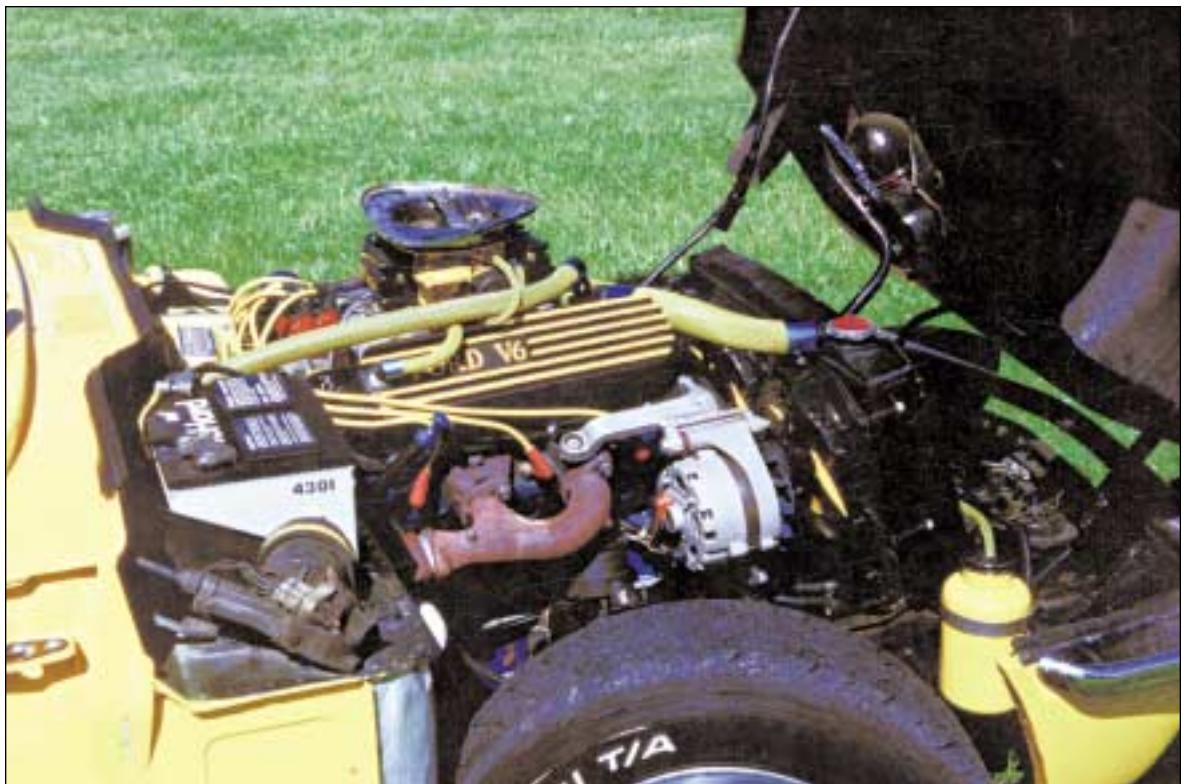
BY DAYTON J. CARPENTER, ESQ.

THE BEGINNING OF MY SPITFIRE ERA

I bought my first Spitfire when I was 18 years old, that was in 1982. I had no idea what a Spitfire even looked like. I happened to be reviewing the local newspaper's classified car ad section looking for a used car and a friend happened to see a Spitfire listed. He mentioned that a Spitfire was small but sporty looking English car. He talked me into looking at the car. After seeing the car, a 1974 Spitfire, I immediately fell in love with it. I negotiated the asking price of \$1,800 to \$1,000. I had brought the full \$1,800 with me but before arriving I tucked \$800 inside my shoe. The owner did not know this so I was able to buy the car

for \$1,000. The 'old wave the cash in front of his face method' usually works. Shortly afterwards, this same friend told me about the AC Cobra and how the bodylines were similar to the Spitfire. I started conducting some research on the AC Cobra and was able to find some articles with pictures and specifications of the car. I agreed with my friend's opinion about having similar body styling to a Spitfire.

Within the next two years I had either bought, sold, accumulated, parted out, etc. approximately six other Spitfires. This had become a sort of hobby or side job where I was actually making a little money. I acquired my seventh Spitfire from



Clarkies Salvage yard in Saratoga Springs, New York under a theft recovery title. Before buying the car at the salvage yard I fired up the 1500cc engine. There was a loud knocking noise and I thought the lower unit was bad. One of the salvage yard's employees told me it was only a loud value tick. I thought it was little excessive for a value problem but at this time I had no experience with lower end problems. I bought the car for \$800 dollars. Latter, when I got home and pulled the head off and realized I had a fist size hole in the block. The hole was in an area that you could not easily see or access from the top of the engine. I think they knew this at the salvage yard but live and learn and trust your instincts. After finding out that the engine was wasted, I decided I would use the car to make a replica of an AC Cobra on Community College student's budget, which was not much to say the least. Today I have an excellent relationship Clarkies Salvage Yard but I still give them grief about that car. They have more than made up for that mistake over the past 18 years by providing me with numerous parts and favors that has made my V-6 conversions possible.

PAST HISTORY USING THE 2.6L CAPRI V-6

In 1984, I started transplanting a 2.6 L V-6 from a 1972 Capri into my Spitfire. At this time I was 20 years old with no automotive design or engineering experience. I decided to use the 2.6L V-6 based on its dimensions and reputation as a decent high RPM engine, at least for a small V-6. Some basic modifications were made to the car to get the engine to fit. Since the 2.6 L V-6 was a 60-degree engine it was rather tall (see picture 1) compared to original Spitfire 1.5 L and the current 4.3 L V-6 90-degree engine. In order to accommodate the height of the intake and carb a hole was needed in the bonnet. My crude custom design engine mounts probably did not help much in terms of the height clearance problem. Initially I used the Capri 4 speed manual transmission and the original Spitfire rearend. A new driveshaft was fabricated by a local machine shop that obviously did not know what they were doing, nor did I in that case. The machine shop welds looked like my first arc welding welds, which resembled pigeon droppings.

Afterwards I had a radiator shop make some modifications to the Spitfire radiator so I could use it with the 2.6 L V-6. After I figured out how to hook-up the clutch and transmission linkage then I could at least start and move the car. So my friend, Aaron Pulaski, and I fired the beast up with only the exhaust manifolds installed. The monster started and I could move it under its own power but it was loud as hell and was shooting flames out the exhaust manifolds like a fire-breathing dragon. With no further improvements or time the next day, my friend and I took the car to the New York State Department of Motor Vehicles' (DMV) theft recovery unit in Albany, New York for an inspection. The car had to be inspected before DMV would issue new VIN tags since the car was theft recovery vehicle. No one at DMV told me before hand that the vehicle had to be driven into the garage on its own power. Neither the car, nor I was prepared for this little problem. The car had no interior or battery. The clutch cable, like most of the other components, was not properly fastened in place. If the car were not driven in under its own power, I would have had to forfeit the \$100 inspection fee. At this time, this was about a week of wages for me. So we took the battery out of our tow vehicle and installed in it the Spitfire. With no exhaust system or seats, we fired the beast up again. It was difficult to control the gas and clutch especially without having a seat. Like a bat out hell, tires spinning and loud as dirt track car, I drove into the garage. This certainly was not intentional. I had never driven the car before and I was using a wash bucket as a seat. You should have seen the expressions on the inspectors' face. Shaking their heads they just looked at me like I was crazy. Afterwards the inspectors openly shared their thoughts with me. They said "your going to kill yourself in this thing". I am not sure if it was my design or the concept that really concerned them. Boy being young was fun!

Once the car was finished and

painted in 73 Corvette yellow driving it at 55mph your teeth would fall out because the car shaked so much because of an unbalanced driveshaft. Believe it or not, a friend who is a sheriff clocked me in this beauty at 105 mph on radar. Still, looking back 15 years, the project was a success for the most part, but certainly it was not a work of art. Sometimes I don't know how I managed to create it or dared to drive it.

MAJOR PROBLEMS AND MODIFICATIONS

The major problems plaguing the car were rearend blowouts, over heating, and a poor exhaust system. Every year I would blow out one or two of the stock Spitfire rearends. The Spitfire half-shafts were also a problem especially the flanges since they would either split or the bolts would always loosen up even after using locktite. Finally after blowing out the Capri 4-speed transmission I decided to put a Ford C-4 automatic transmission in the car to reduce the shock being delivered to the Spitfire rearend. This was somewhat of a major project since the Spitfire frame needed to be modified. After having the frame modified by a professional shop with racecar experience, the transmission was coupled up to a new drive shaft that had been properly fabricated by Universal Joint in Syracuse, New York. Still even after using the C-4 automatic we had another rearend

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Engine Swap

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blowout. After thinking about it and doing some research we decided to replace the Spitfire rearend with a Datsun 610 rearend which is very similar to the Datsun 240-60Z cars rearends. By this time I had been introduced to someone, Tom Roock, who could rebuilt, design, and fabricate anything so it looked and functioned better than any OEM equipment. Fortunately for me he became interested in the project and from that point on we have been "partners in crime".

To fit the new Datsun rearend, we had to remove the original Spitfire frame from the rear seats back and fabricate a new one (see picture 2). The Spitfire tub had to be modified with spring and frame pockets to accommodate the new frame and rearend (see picture 3). The fabrication and installation of the Datsun rearend spanned 9 months and took about 2,000 man-hours to complete. We used 3" x 5" box steel to fabricate the new frame. We tapered the frame tails and made other modifications that are functional but also look good. We still used the Koni shocks in the new rear suspension system. The rearend and frame modifications are truly a piece of art that function much better than the OEM system. The only portion that we had to "farm

out" was the shortening of the half shafts since they were made of hardened steel (see picture 4).

After driving the car for several years, we realized the rearend was no longer a weak point in terms of both durability and handling. As you probably know, if you take a Spitfire hard into a sharp corner, the rear suspension geometry does not give you much in terms of real handling. The tires want to tuck in under the car causing it to roll and over-steer in really hard cornering situations. By using a shortened Ford 9-inch straight axle rearend, we would have greatly reduced the number hours on this phase of the project.

However, the Ford rearend would not provide the handling and traction that the truly independent Datsun 610 rearend gives us.

MOVING TO THE 4.3L V-6

After working the rearend bugs out, I decided I wanted more performance from the Capri V-6. We had already modified the engine with a four-barrel intake, Holley 4BBL Carburetor, custom cam, and solid timing gears. Custom headers would be the next logical step. After Tom and I realized that no matter what we did within reason and budget, we would still have only 158 cubic



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inches to work with. So we carefully researched engines, their weight, dimensions, oil pump location, parts availability, and of course took into account the engine's cubic inches. We did not want to modify the bonnet or the firewall. Except

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for the side pipes, we wanted to keep the car looking stock from the outside. After many debates and discussions, the general consensus was to use the Chevy 4.3L V-6. The engine had a good track record, parts were available and reasonably priced because many of the small block parts can be used on the Chevy 4.3L V-6.

Backing our engine choice was the fact that the Chevy 4.3L V-6 has quite the punch even when in a relatively heavy Sports Utility Vehicle with an automatic transmission and emissions equipment. To fit test the Chevy 4.3L V-6 we borrowed an engine core from my friend's salvage yard (Central Auto Recycling). From the fit test we knew the engine swap was feasible with some modifications. So the next thing I did was to buy a low mileage engine (30K) that we would leave stock, so we thought. To physically fit the Chevy 4.3L we had to make custom motor mounts and modify the oil pan so we could lower the engine further. Now it sits just above the steering rack. We used engine-mounting system that bolted to the front of the engine. The headers, of course, were custom made with about 150 man-hour. By looking at them, you would think they were made

at the factory and they sounded like it too. They use a cross over pipe that is tucked neatly under the frame and exits into a set of side pipes (see picture 5)

Some modifications to the floor pan on the passenger side were necessary to clear the frame rails and to accommodate the Borg & Warner T-5 transmission. The frame needed to be slightly notched to access the oil filter for easy removal and installation. We had also decided to swap tubs since I had bought another car that had a tub in better condition. So we had to remake the rear suspension modifications on the new tub. The stock sheet metal from the new tub was MIG-welded into the old tub so I could use it on a stock frame.

At the time, that was the plan, but things change in life. Shortly afterwards, I decided to apply to law school. I was accepted and off I went. For one year I hardly touched the car. I sandblasted the front cowl section and replaced the floor pan and the inner and outer rockers on the driver's side. Everything was mig-welded watertight. The welds were ground down evenly on the floor pan so everything looked OEM. The car spent the next year in a garage and the following year outside as four other projects occupied my spare time so I could earn some spending money. I ended up buying a 1967 Jaguar XKE 2+2, 1973 TR-6, 1980 TR-8, 1976 MGB, (3) 1980 Spitfires, a 1978 Spitfire, and a London Taxicab before getting started again on the V-6 Spitfire Project. I did some mechanical work to get the Jag running and then sold it. The real problem was I got into a full restoration on the TR-6 that took about 2 years. I bought the car for \$800 and sold it for \$9,500 to an avid Triumph owner. This gives you an idea how well the restoration was done. I repainted it the original OEM dark brown, almost black, which would show any imperfections. I wish I still had that beauty. I restored another stock Spitfire and MGB



before really starting again on the Chevy 4.3L V-6 Spitfire. The remaining cars I bought were parted out or needed only minor repairs before I sold them.

THE CHEVY V-6 ENGINE

The point the V-6 Spitfire was neglected for several years. During its storage outside, the tarp had weathered and ripped, allowing water to leak down through the intake into the engine. The entire oil pan was full of water. So after graduating from law school, completing a masters degree, and successfully passing the bar exam, it was time to finally start the project again. By this time, I was working in a Upstate New York law firm as an attorney so time, to say the least, was especially limited since I practiced International Law and had to travel to Asia frequently. When I was off on business in Asia, I had the engine completely rebuilt by a local machine shop. We could have done it ourselves and put it back together as a slightly modified engine, but since time was short,

I sent it to the machine shop. We had the block bored out, installed a custom ground cam, forged pistons, ARP rod bolts, a roller timing chain, new valves, roller rockers, heavy duty valve springs, an Edelbrock manifold, a Holley 4 barrel carburetor and other high performance components so the engine would be solid up to 6,500 RPM and could take a nitrous boost at a later date. To keep everything under the original Spitfire bonnet, the Edelbrock manifold had to planed down. We decided at first point to go with a carbureted system. We wanted to make the throttle cables match the yellow color scheme of the car. Instead of using the all to common black throttle cable I found some matching bright yellow bicycle cable at a local bicycle shop. A Holley electronic fuel pump that is mounted in the trunk compartment feeds the fuel system. In the near future we may look at using Fuel Injection and/or Nitrous. The distributor is out of a 229 V-6. We also dressed the engine up with a few chromed accessories and aluminum valve covers (see picture 6).

THE TUB/SHEET METAL

The next problem that needed to be addressed was the tub that we had already taken the time to install new suspension pockets and modify the floor pans since it had become badly rusted as a result of the water leaking through the tarp. It was still a workable tub, but I managed to locate another Spitfire that had been stored inside a factory in Albany, New York for about ten years. The car was originally from Alabama. I had found my new donor tub. I recovered most of the cost of the donor car by selling the Spitfire's 1.5L engine and transmission. The tub was basically rust free but had some hidden bondo in it that was not noticed until we stripped it (see picture 7). This project was a complete frame off restoration. Every component, and I mean every thing, was stripped from the tub and frame to be replaced or rebuilt and then painted. Once everything was stripped from the frame I had it sandblasted (see picture 8). The frame was then primed it with PPG DP-42 etching epoxy primer and then painted with black PPG DCC urethane single-stage paint.

As for the tub, we debated on whether to have it acid dipped or lightly sandblasted. The tub was basically rust free and the closest acid dipping facility was 10 hours away so we decided to have it sand blasted. I took the tub and doors to be sand blasted by the same person who had done the frame. He had done a decent job on the frame and he assured me he could do the sheet metal without a problem. He mentioned that he had done a number of sheet metal pieces and only once warped one. Tom and I told him to be extremely careful since we had put countless hours into locating the tub and straightening and modifying the sheet metal. We did not want any warpage. He assured us it would not be a problem and that it would be finished the next day. I was the first to arrive to inspect the job. I almost cried! Most people would not have noticed the panels were warped. However, I had done enough bodywork to notice it immediately. It was difficult to see because of the peaned surface of



the sandblasted metal. Next, I ran my hand across the panels and I could not believe what I felt.

I did not say much until Tom showed up. He did not think that it was warped badly until we got the sheet metal home. Before I left, I told the sandblaster I would have to think about how I wanted to solve the problem. He did not know I was an attorney. When we got home we realized he had warped every panel on the car, including the floor pans and the metal dash. Later, I called the sandblaster about the warpage problem and he admitted that he used too much air pressure. I later sued him for \$2,800, the judge awarded me \$1,600. It took us another week to re-straighten

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the sheet metal and another 300 hours on the bodywork (see picture 9). Earlier in the project, Tom and I had made a rotisserie from two engine stands that made working on the tub easier. Once the bodywork was finished, it was off to my friend's body shop (Franklin Restorations) to be painted (see photo 10). We used a total of 4 gallons of PPG epoxy DCC single stage '73 Corvette Yellow on the inside and outside of the car.

COOLING SYSTEM

After fit testing about 20 different radiator models, we found an aluminum one from a Chevy Corsica that would work for our application. The single motor, dual speed cooling fan is from a Ford Taurus with 3.0L engine. We used two Honda thermostat switches to control the fan. One switch is installed in the intake manifold and the other one is installed inline between the radiator and intake manifold. An inline adapter was needed to couple the thermostat housing hose to the radiator hose since the hose diameters were not the same. The petcock treads on the inline adapter were the same as the Honda thermostat switches. Sometimes you get lucky! The thermostatic controls are run through two heavy duty Ford Taurus fuel pump relays that are actuated by the thermo-

static switches. The power draw from the fan is substantial, so using the relays reduces the load on the fuses. By having one temperature switch on the manifold and other one inline, they kick-in the dual speed fans at different temperatures. The temperature switch and radiator work like a charm. Even on the hottest days sitting in traffic the temperature does not move above 190 degrees. The frame had to be slightly notched to accommodate the Chevy Corsica radiator. We made a custom aluminum radiator shroud and support. This took about 100 hours. If you look at the radiator, you would not know

what is keeping it in place. It looks better than a stock application (see picture 6)

BONNET SUPPORTS

To keep the Spitfire bonnet up, we used modern hydraulic hood props to replace the cheap, ugly and poorly working original Spitfire bonnet prop. We used two, one on each side. Now, the hood can be opened effortlessly by one person. It also looks nice. Obviously we had to design mounts for the new props. The bonnet prop mounts, on the frame side, were made from aluminum while the mounts on the bonnet side were a combination of aluminum and steel.

CLUTCH AND TRANSMISSION

Fitting the new Borg-Warner T-5 transmission in the car was fairly easy since the modifications to frame that were previously done to fit the C-4 Ford transmission were sufficient. We removed the Spitfire rear transmission mount and made a new one that accepts a GM rear rubber transmission mount. Of course we had a new drive shaft made.

Figuring out the mechanics to operate the clutch was another matter. I wanted to use the original Spitfire hydraulics and to try and keep things relatively simple and easy to replace.

The only problem was the Chevy small-block manual transmission's bell housing was set up to push the clutch fork from the front side of the engine. This meant the slave cylinder would need to be mounted on the engine side of the bell housing. We did not have enough room between the transmission and bell housing for the clutch fork so we could not use this setup. Fortunately for us the bell housing's clutch fork pivot ball boss was a tapped hole which if enlarged would accept the Triumph's slave cylinder on the backside.

Still we had to change the pivot of the clutch fork from a front to back setup. Luckily the Ford Mustang along with other vehicles also use the T-5 with a slightly different setup. The Ford Mustang uses a clutch fork that pivots on the opposite side. This I thought would give us the motion we wanted to push the clutch fork from the back of transmission towards the engine, basically the same as a Spitfire. The Ford Mustang clutch fork also accommodated the GM throwout bearing. We had to make another mounting boss for the pivot ball. This had to be TIG welded, ground, sanded, drilled and tapped. The clutch fork also had to be cut and reinforced. Other portions of the bellhousing were also modified to reinforce the mounting of the slave cylinder. We also made a cover for the slave cylinder to keep it clean and dry. We had tried using the more common Spitfire slave cylin-

der with a 7/8 inch bore, but the throw was not long enough. We needed a smaller bore for more throw. Lucky for us, the early Spitfires used a 5/8 bore that worked perfectly. This was after spending about 20 hours looking and trying several other different slave cylinders. The total hours spent modifying the bell housing was about 100 hours. The clutch and pressure plate are from a Chevy V-8 Camaro.

Hooking the speedometer up took some more thought and calculations. We wanted to be able to use as many stock parts as possible so we hooked a 54" MGB speedometer cable to a 90-degree adapter to give us the necessary clearance between the frame and transmission. The 90-degree adapters are used on the Spitfire overdrive transmission and most MGBs. The threads on the Borg & Warner T-5 transmission speedometer unit needed to be machined from a standard thread to a machine thread like the one used on the 90-degree converters. The inside of the GM speedometer gear drive coupler needed to be hand filed out to properly fit the MGB cable. After checking the speedometer gear and finding out the speedometer was not accurate, I calculated things out using a relational formula to determine the right speedometer gear. It worked and now the speedometer is dead on. We verified this by using a Global Positioning Satellite unit.

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BRAKES AND SUSPENSION

To increase braking efficiency, we used the GT-6 suspension and braking components. The rotors and the disc brake calipers are more heavy duty than the Spitfire's. The front pads are about 30% bigger than the Spitfires are. Braking now is not an issue. We used rear drum brakes from the Datsun 610. They are about twice the size of the original Spitfire brakes. The tires are BF Goodrich TA Radials, on the rear I use 245/60 14" while the front are 185/70 13". Both the front and rear tires are mounted on the older style magnesium slot mags.

ELECTRICAL SYSTEM

An AC Delco 94 amp alternator powers the electrical system of the Spitfire. I installed a used GM fusebox that has 20 fused circuits as compared to the Spitfire's three. Now all the Spitfire's electrical components are separately fused. We also moved the fuse box into the interior of the car up under the dash. It is easy to access using a pivoting bracket we made. So when not in use, it is tucked under the dash. When needed, it conveniently swings down for easy access. The GM fuse box also has a heavy-duty circuit breaker built into it that we decided to use for the headlights. The headlights, of course, are Halogen.

The battery was moved to the trunk for weight and appearance reasons. The battery was installed in a sealed plastic marine battery box that is secured by a custom-built battery mount. The positive battery cable runs through the wheel arches and the interior of the rocker panels. This keeps the cable out of harms way and the elements. The original Spitfire battery box was welded closed. The firewall section was completely refinished with about 200 hours of labor.

INTERIOR TOUCHES

I rebuilt all the Smith instrumentation gauges.

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"Lets put it this way when I race at the strip I start in third gear and can still smoke the tires"

I also decided to add Smith oil and amp gauges, and a VDO vacuum gauge. I made a new dash from solid Honduras mahogany to match the wooden LeCarra steering wheel. Before making the new dash, we decided to relocate the head light and hazard switches. I used MG directional indicators since the MG used two green arrows indicating left and right rather than the one round green light on the Spitfire that merely tells you the switch is on. Now you know which directional is on plus the MG arrows look much classier. The electronic tachometer and speedometer are out of a 1968 MGC that came with a factory 6-cylinder engine. The gauges are smaller in diameter than the original Spitfire's and look better (see photo 11). Also the MGC tachometer

is labeled for a 6-cylinder engine. The tachometer still needs to be rewired so it can be used with the HEI ignition system. The stereo system consists of a Blaupunkt AM/FM cassette player, a Blaupunkt 10 Compact Disc Player, a Jensen 100 amp amplifier and Jensen Speakers.

THE FINISHED PRODUCT

When we first fired up the beast she ran a smooth and quiet as can be with just a little tweaking (see picture 12) As for horsepower the engine is putting out about 265 HP. I don't need to say how quick the car is, do I? But I will just the same. The quarter mile drag strip time with street tires 14 seconds. I figure we should be in low thirteen's with race slicks based on my 60 foot times, and high twelve's with some tweaking on the engine. As for a torque rating we estimate it to be about 260 ft/lbs@2900 RPM. 0-60 MPH estimated at 5.0 seconds with a top speed of 142 MPH. Lets put it this way when I race at the strip I start in third gear and can still smoke the tires.

As for street and highway driving the car drives like a dream. Cruising at 70mph in 5th gear the engine is only turning about 1,800-2,000 RPM. I have had up to 120mph on the NY thruway without any shakes or effort from the engine. I figure that we have about 5-8,000 hours into this



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project. If you saw the car or had the pleasure to drive it you would know it.

WHAT'S NEXT

Now, I live and work in China. The car is stored in a garage in Syracuse, New York basically year round. Once a year, in the summer, I return to New York for about one month to drive the car. I think giving up my Spitfire is one of the biggest sacrifices I made coming to China. I had just completed the project before leaving for China in 1998. Since completing the project I have only driven the car for 1,200 miles but every second I am in it there is a big smile on my face. As some of you know my next project is having leather seat covers made for the car here in China. If anybody is interested buying seat covers or the V-6 conversion project you can email me at djcarpen@hotmail.com

CREDITS AND THANKS

Lastly and most importantly I would like to thank the following people for their help:

Tom Roock, like a big brother, the best mentor anybody could have, and on making the project possible and nearly perfect.

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Jeff Franklin of Franklin Restorations in Syracuse, NY, (315) 478-1103, for teaching me the right way to do restoration quality bodywork and letting me use his shop to finish my body-work.

Walt Clark of Clarkies Salvage Yard in Saratoga Springs, NY for giving me access to some of his most prized English car parts. If you call him, he will probably tell you he does not have any English car parts, he saves them for me.

My good friend Mark Driscoll who probably did more talking than work but never the less was there when I needed him and his advise. ☺



Chevy 327 V-8

BY DAVE WEST

BEGINNING OF PROJECT, WHY, WHEN

Why do mountain climbers climb mountains? Answer: Because they are there! Why do some auto enthusiasts modify their cars? Same answer! Some other answers include:

"I want more power!"

"I want to improve the handling!"

"I just want to own a very unique car - a one of a kind!"

You can probably add your own answers to the list. But, the bottom line is that, whatever the reasons, you plan the project then build it. As an example, let us pay a visit to a radically modified Spitfire, The Beast.

The Beast, was conceived and constructed by Dave West of Campbell, California. The idea for

the project came to Dave one afternoon as he worked on his then current project - an Austin Healey Bug-Eyed Sprite - into which he had shoe-horned a Ford flathead V-8. The Sprite was a problem child from the beginning and required a lot of upkeep and repair. As Dave labored to solve a tricky problem on the Sprite, a friend came by for a visit driving a 1964 Spitfire (stock) and Dave vowed, due to the amount of room under the hood, that he would build a better modified based on a Spitfire.

The building of The Beast has been an ongoing process since 1970. In 1969, Dave purchased a Spitfire, which was driven for a year in its stock configuration. Many lunch hours were logged in American and British auto wrecking yards. This

time was spent in recording the measurements of several types of candidate V-8s (Chevy, Ford, Buick, & Mopar) and the empty bodies of Spitfires. The time spent in planning made the project straight forward. Not easy, but there were very few surprises.

To start the project, a Spitfire frame was purchased and re-engineered to support the engine and take the increased horsepower and torque. When the frame was complete the engine, differential, rear suspension, transmission, and drive-shaft were installed. Then came the suspension modifications. Finally, the brake lines.

Soon it was a complete a rolling chassis and it was time to take the body off of the stock Spitfire and mount it on the new chassis. With the study and planning that were accomplished on the project, the firewall and other body modifications required were completed and the body fell right

into place. Now it was just a matter of completing the wiring and several other systems completed.

The Beast was initially on the road in 1971 powered by a stock Chevy 327 V-8, a Muncie 4 speed transmission, and a 1963 Corvette independent suspension. From that point on the car has undergone a long list of changes and improvements to its present configuration. Today, The Beast, is powered by a blueprinted 350 cid Chevy V-8 putting out 350 horsepower and 380 foot-pounds of torque. The Muncie 4-speed transmission has been replaced by a Tremec 5-speed with a 5th gear overdrive ration of .63. The differential gearing was lowered from a gear ration of 3.36:1 to 3.08:1 for better freeway cruising. This ratio, along with the overdrive ratio, provides a great cruising experience on the freeway. With the torque and horsepower of the 350 cid engine, there is no problem moving the 2225 pound car.



Engine Swap

The ride of The Beast is much better than you would suspect with the amount of mass represented by the cast iron V-8. The extra weight of the Corvette rear suspension and third member along with the extra weight of the frame modifications helps to balance out the engine and transmission weight. The center of gravity of the car actually moved back about a foot and a few inches lower to the ground with all of the new mass. The car was set on four independent scales that recorded the weight supported by each wheel. It is roughly 56% of the weight in the front and 44% in the rear. With a driver and a passenger in the car, the weight distribution is about 54% front and 46% rear. To enhance the cornering capability of the car, it is taken to a shop that "tunes" the suspension to encourage cornering. All in all, it handles quite well.



FRAME MODIFICATIONS

The frame was fully re-engineered to accept the Corvette rear suspension and to survive the torque and power of the engine. Dave fabricated all of the frame parts and had a company that built off-road "Baja Bugs" TIG weld the assembly. The front engine mounts were placed on the suspension pedestals to provide direct support from the suspension. The transmission mount is within a couple of inches where the old Spitfire

transmission was mounted.

The rear fourth of the original frame was redesigned to allow mounting of the Corvette differential. 2 inch x 2 inch box steel rails were run the length of the frame to provide resistance to twist and frame flexing. When you jump on the accelerator and open all barrels, the car moves perfectly straight ahead, there is no sideward movement due to frame flex.

To further stiffen the car and provide for safety, a four-point rollbar was manufactured and installed and welded directly to the frame by Magnum Force Race Car Fabricators, in Campbell California,

In order to fit the Tremec transmission into the car, the original portion of the Spitfire frame (where the frame is the narrowest) had to be modified and strengthened. Magnum Force Race Car Fabricators performed the mods.

UNDER THE BONNET

The engine components were balanced and blueprinted. It has a Competition Cams 268 camshaft and roller tip rockers. The engine is rated at 350 hp and 380 foot-lb.'s torque. The intake manifold is a Weiand X-elerator and a Holley 650 double-pumper sits on top of it. The ignition system is based on a Mallory Unilite Distributor which uses an infrared sensor instead of points. The distributor is joined by a Mallory Hi-Fire Ignition to provide increased fire-power. A 78 amp Delco Alternator replaces the original Lucas electrical system.

The Beast's cooling system starts with a radiator designed to fit into the confines of the engine compartment : The core is 26 inches by 14 inches and consists of 4 rows of tubes separated by 3/8 inches. A street version of the Moroso electric water pump has replaced the stock belt driven water pump.

Due to the cramped conditions at the rear of the engine, the original General Motors rams-horn exhaust manifolds were retained. A new pair of manifolds are currently being ceramic coated to enhance the view under the hood. In order to run the exhaust to the rear of the car, Mussman Automotive of Campbell, CA had their artist of



exhaust systems perform his pipe bending magic and put the pipes up out of sight. They ended the pipes at a pair of turbo mufflers that provide good extraction and great conservative sound.

A planned modification to the engine involves the installation of a set of Twisted Wedge aluminum heads. This will provide three benefits. The first of which is 60 to 70 fewer pounds in the front of the car, the second is that it will provide hardened valve seats to compensate for unleaded gasoline, and finally, the heads will provide approximately 40 horsepower more and boost the torque close to 400 foot-lb.'s.

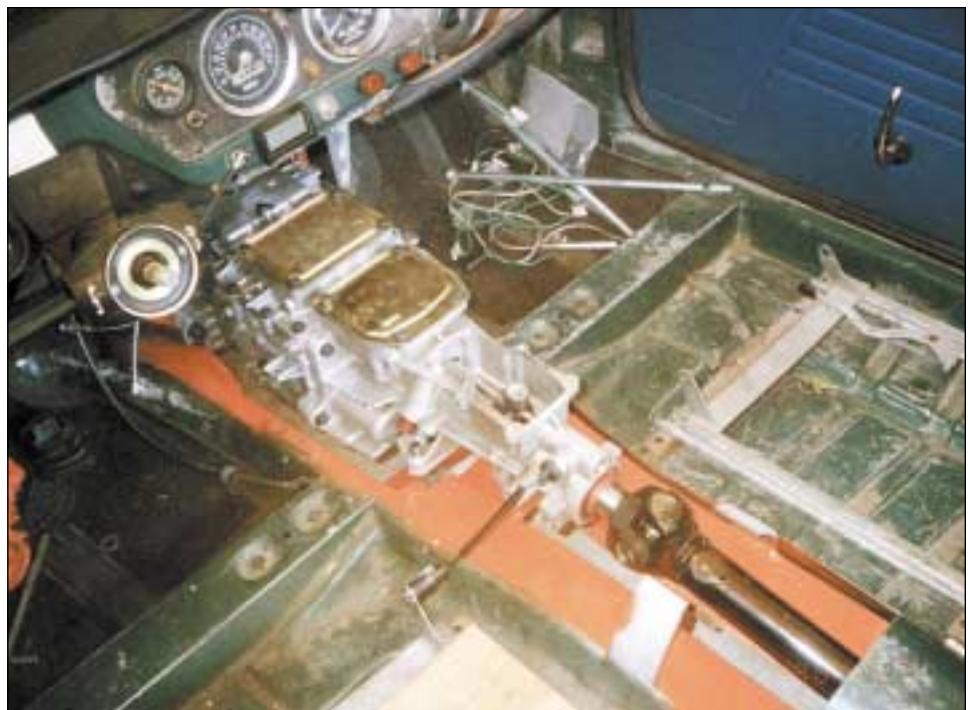
Transmission, Clutch, and Hydraulic System

The present transmission is the Tremec 3550 5 speed. The Tremec is one of the few transmissions that can withstand the torque and horsepower put out by The Beast's engine. The Tremec, originally a replacement for a Mustang transmission, was modified to fit into a General Motors application without having to use adapters. The modified was supplied by Forte's Parts Connection of Waltham, MA. A "5.0" shift kit was used instead of the stock Tremec shifter to provide for a shorter and very accurate throw.

The hydraulics consist of a Tilton clutch and brake assembly, including pedals, with a three master cylinder design which provides for the proportioning of the braking power between the back front and rear brakes. The slave cylinder-mechanical linkage and throw-out bearing was replaced by the McLeod hydraulic throw-out bearing; a beautiful setup. Originally, with the standard clutch fork and external slave cylinder, the drivers foot room was narrowed by 3 inches. With the hydraulic throw-out bearing assembly

mounted to the front of the transmission in place of the bearing retainer, the driver' foot room was reclaimed.

A very nice outcome of this transmission selection was that the shifter was positioned within 1 inch of the position of the Muncie's shift linkage. The Tremec is a much larger transmission and the possibility of the shifter being too far back was an initial concern.





REAR SUSPENSION MODIFICATIONS

The 1963 Corvette rear suspension has been the recipient of several transformations which include a 1967 third member that now has 3.08:1 gearing, shortened 3" diameter half shafts, Vette Brake custom strut rods and trailing arms that were designed to provide the room for the use of 40, 45, or 50 series radials. The 11 inch drum brakes were retained for stopping power.

With the track of the rear suspension narrowed about a foot from the stock Corvette's track. The transverse leaf spring had to be narrowed accordingly. Then, through experimentation, the right combination of leaves from the Corvette full leaf spring had to be selected to provide the best ride and acceleration response. Consideration was given to have Vette Brakes, of Florida, manufacture a fiberglass spring like those used in the newer Corvettes, but the cost was prohibitive.

FRONT SUSPENSION, MODIFICATIONS

The front suspension was modified for strength by boxing in the "A"-arm members and welding a 1/8 inch plate to the underside of the "A"-arm. The upper and lower "A"-arms were modified to accept Chevrolet ball

joints. 1967 Chevelle spindles with 9.5" drum brakes were bolted on and the steering arms modified to match up with the Spitfire rack and pinion steering. The front Koni coil-over shocks were modified by Truechoice Motorsport of Hilliard, Ohio by providing adjustable lower spring seats to dial in the correct ride height and geometry.

Maybe, a future project will be to replace the drum brakes with disks. But, the stopping power of the present system is more than sufficient. The conversion to disks would not add much to this project except for more bragging rights.

INTERIOR AND SEATS

An interior kit, consisting of carpeting, and door panels was purchased from The Roadster Factory of Armagh, PA. The door and rear interior panels were installed at home and modified to allow the 4-point rollbar to reach the frame of the car. Prior to installing the flat portions of the carpeting, Miata tan leather seats were purchased and mounting adapters manufactured for their installation.

The floor pan of the Spitfire was wire brushed to clean out many years of accumulated dirt and grime and some superficial rust. Then the metal was treated with Jasco Metal Etch to stop any future rust and to preserve the metal. Sound deadening material was then laid down throughout the car and in the doors to give the Spitfire that luxury



car quiet interior. The carpeting was installed with a 1/2 inch padding and the Miata seats were installed.

A professional interior shop was retained to install those areas of carpeting that required stretching and gluing to curved surfaces. Many thanks to El Gato Auto Interiors in Los Gatos, CA. The owner covered the entire transmission tunnel with a single piece of carpeting - a most awesome job.

To "top off" the interior, a blue fabric convertible top was special ordered. The removable frame for the top was sand blasted and powder coated. The blue top adds a bit more of sexiness to the car and matched the color scheme selected for The Beast (Triumph blue interior and accessories, a bright white paint job with chrome trim.).

The final interior project is now underway; it the construction of a new dashboard with a full complement of VDO gauges. Triumphs Only of San Jose, CA extracted a dashboard frame from a mid seventies Spitfire to replace the small dashboard frame that was stock in the 1964 Spitfire. This will allow the installation of a full width dashboard. This project requires the rewiring of the car from the dash to the front lights. Universal wiring harness kits with rocker switches and fuse block have been purchased and are awaiting their incorporation into the project. A beautiful piece of teak veneer wood has been purchased to provide a face for the dash.

Many body parts are not available anymore and transplants are required. In to eliminate rattles and keep the doors shut, door latches from a 1985 Oldsmobile were transplanted and reconnected to the original door opening mechanisms.

WHEELS AND TIRES

Now for the final touch, a set of Zenith 16 x 7 lip laced series I chrome R/R laced wire wheels. Mounted on the front wheels are a pair of Euro T/A 205/40 R16s and on the rear wheels are a pair of Euro T/A 225/45 R16s. The addition of the wheels and the blue top added a high level of sexiness to this modified sports car. The Zenith wheels are held in place by knock-off adopters and three eared knock-offs. With purchase of the



wheels you are given a lead mallet and officially inducted into the "knock-off" society.

BASIC DRIVABILITY, FUN

Driving The Beast is the fun part. It is a highly dependable car and it has been used for vacations, camping trips, trips to Reno, and many other experiences. The feel of the car on the freeway is very solid. Of course, the ride is a little hard with the spring rates necessary to support the added weight of the engine, rear suspension, transmission, and frame modifications. Entering and exiting the freeway are very fun. With the suspension tuning provided by Wax and Wheels of Campbell, CA. The Beast is glued to the curving offramps near my home.

It is always fun to come down a curvy mountain road in a stock sports car, but with The Beast's power and good handling, going up the mountain roads are equally as fun. On trips over the Sierras, it performs in the high altitudes almost as well as it does at lower altitudes.

There are many stories of the impromptu races that it has engaged in as well as getting to know it and the awesome acceleration experienced under open throttle. The Beast has been in local hotrod and British car shows for 20 years. Much of the work on the car is now dedicated to making it a polished show car.

To get more information on The Beast on the internet, visit www.westpro.com/Beast.html. ☺

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and two SCCA titles:
National DP Champion,
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My Triumphant Life

BY SUSAN HENSLEY

My affiliation with Triumphs started before I was even aware of it. My father had two TR3's... one right before and one right after I was born, and I had no inclination of this until he told me so after I had purchased my first Spitfire in the early 80's. The Triumph gene really does run in the family!

I drove my first Spit ('69 Mk3) for Dominos Pizza and all around Louisiana until it was wrecked when a guy ran a stop sign right in front of me. The replacement bonnet I found had the

word "Elliott" on it in Old English script for some reason known only to the previous owner, and my street Spits have ever after been named Elliott due to that.

The first Elliott was sold when I got my then-new Honda and I have had several projects and one car that ran okay since then, but in 1995 I came across my current baby, the new Elliott, a '68 Mk3. He's in great running condition, and he and I have had many miles together around Texas, Louisiana, and even Wisconsin and Minnesota for

the VTR National in 1998. I won't part with him until I find my dream '69 Mk3... I love the three-piece wooden dash with instruments where instruments should be, over the steering wheel! Elliott's center cluster gauges can be difficult to have a quick glance at while driving. But he is just what I need and enjoy, and my heart lifts every time I go into the garage and see him sitting there, waiting for our next escapade.

I got into competing Spitfires through an ex-boyfriend... he had a '76 D Modified Spitfire he started autocrossing with the Texas Region SCCA and invited me along as the co-driver. We ran the car together for almost two seasons, but due to ego and some other problems, I ended up getting my own Spit racer, which had been run in SCCA club racing as an F Production car. I decided to name the car Tristan, after the scalawag younger brother of one of the main characters in the book All Creatures Great and Small, since he had a knack for getting into some very odd situations but was able to extricate himself without too much trouble. I autocrossed him a couple of times and took him to the Hallett racetrack in Oklahoma for drivers' school, and ended up blowing the engine due to some mechanical problems while there. The indignity of being towed into the pits by a golfcart! But I passed an MGB before that happened...

This year I have been sharing my current boyfriend's Formula Ford racer in SCCA Solo II events, and I took 5th out of 6 at Nationals this year. Not terrible for my first half-season in the car ñ I thought I would be dead last.



"I ended up blowing the engine due to some mechanical problems while there. The indignity of being towed into the pits by a golfcart! But I passed an MGB before that happened"

It is a blast to drive, but I am readying Tristan for the next season of autocrossing.

I put another engine into Tris, and while he was sitting in the garage waiting for my time and money he developed a clutch problem. It seems like the disc has frozen up and I have to pull the

trans to check it out. That's my project before the first event in March. And vintage racing is eventually my goal; it'll be a while due to my budget (buying a house REALLY takes it out of you), but I will be there. And who cares if I can't blow the doors off of a GT1 Porsche? I'll be the one out there with the biggest grin. (Plus, when he blows MY doors off, I know I can afford to get new doors!)

I love these cars. They have a feel, a sound, an emotion related to them that I have yet to be able to describe. I love the fact that I can work on them and enjoy them from the inside out, as well as just being able to jump in and cruise on a beautiful day. I love that there are quite a few other people who feel the way I do about racing their Spits, and I hope to meet them (and see them in my mirrors!) one day on the track. And I love the discussions I have had with total strangers who approach me at a gas station or restaurant or convenience store with stories about their old Spit, their uncle's car behind the barn, the old boyfriend who used to have a car like that. You just

don't get that with a Honda.

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Is Your Engine Happy?

BY CHRIS CANCELLI

For the past 30 years I have been fascinated and deeply involved with engines. I consider myself very fortunate to have been inside so many different types of engines, in both 2 and 4 cycle varieties. From the simplest motorcycle engines to the most complex in the automotive world, from the Spitfire's to Ferrari's early V 12s (and later, flat 12 engines such as the Testarossa's), I have rebuilt, and/or modified well over fifteen hundred engines throughout my career. One of my most satisfying moments came when a 750cc Suzuki motorcycle that I had built and prepared won its class at a national W.E.R.A. sanctioned 24 hour road race at Willow Springs raceway in Rosamond California in 1984. Not too shabby, considering there was a lot of factory backed competition.

One thing I have found that separates one company from the next (besides budget) is their attention to detail. If Triumph were still in business today, they too would be right there with their new power plant just like everyone else has developed of late. Unfortunately they are not, and so we are now trying, at best, to maintain these temperamental little units. We are left asking ourselves questions like: "What ever happened to simplicity is reliability? If these engines are so basic, why don't they last as long as other engines? How and why are today's engines lasting 300,000 miles?" Well, all is not lost my fellow Triumph fans! Although Triumph's automotive assembly line vanished some 20 years ago, technology has most certainly not! The answer to these questions is simple evolution. Looking deeper, it all comes down to precision and materials. The Triumph engine itself is quite capable; all the right specifications are there, and the problems with it are due more to its execution than its design. You can build a fast, reliable, long-life engine from one of these mills provided the proper steps are taken during the rebuilding process.

If it's torque you want, no problem! If it's top-end power you would like, that too can be had. But it will all be short lived if certain areas are overlooked.

It all starts with the disassembly process and a close examination. Then, by acknowledging and preparing each and every engine component prior to assembly, including the nuts and bolts. This includes having the cylinder head, block, connecting rods, and crankshaft magnifluxed (X-rayed) before doing any work at all, to add to the reliability factor down the road, you do not want to leave anything to chance. Magnifluxing is a good insurance policy, and is not an expensive process. The goal is to build an engine that is well balanced, low in stress and friction, and with lightened internal components. An engine built this way will be very happy! It will love to run, and you will feel it as the revs build, pushing the car with ease.

The stock Triumph engine is very crude by today's standards. It is over-engineered in some areas and under-engineered in others. So one has to balance this out and make it all come together. For instance, the connecting rods and pistons are very stout, but the crankshaft, (excluding TR6) well lets just ask : "WHAT THE HELL WERE THEY THINKING?!!!" OK, we can deal with it. What has to be done here is everything that attaches itself to the crank must be lightened as much as possible, including the flywheel. At 637 grams each (with bolts), the connecting rods are entirely too heavy for an engine this size. Your options are to (1) purchase chrome moly steel racing rods at about \$700.00 a set, (2) have your original rods re-worked and lightened for about \$400.00 a set, or (3) at the very least, have them reworked and balanced. Shaving weight off parts is time consuming and can get expensive. However, having light parts connected to the crankshaft has definite advantages. The engine uses less of its own power to run itself, thus becoming more efficient, by

transferring more of its power to the rear wheels. Friction is reduced through less mass in motion.

Lighter parts take less effort, pressure and time to change direction, making it easier on other important parts like rod and main bearings. It also allows the engine to rev effortlessly, which is how race engines can last while sustaining such high rpm for long periods of time. While the Spitfire engine is literally trying to self-destruct as it runs in the upper end of its rpm range! It's amazing they last as long as they do!

The 1500 suffers the most out of all the Triumph engines from this problem. In a worst-case scenario, it can become so bad that it will flex its crankshaft far enough to drop the thrust washers out from their saddles. They end up at the bottom of the oil pan leaving the crankshaft to float back and forth by as much as 1/4 inch, ultimately destroying the block and/or the crankshaft! The most common failure I see on the 1500 is rod-bearing fatigue, which will cause an easily detectable knocking sound.

The piston and rod assemblies should all weigh exactly the same right down to the gram. Not so in one of these engines, they can be off by as much as 8 grams from one another. The rods should also be checked for straightness, and resized at both ends with new bushings installed at the small end and fitted to the new wrist pins. Triumph engines also came with overly stout flywheels. They too can use some attention. A heavy flywheel also contributes to the flexing of a crankshaft. I have lightened these flywheels with very good results on everyday drivers, and the people really love the added acceleration gained by this modification. Lightening and balancing all of the crankshaft components can add to the bill considerably, but it's well worth it since it prolongs the life of the motor tremendously.

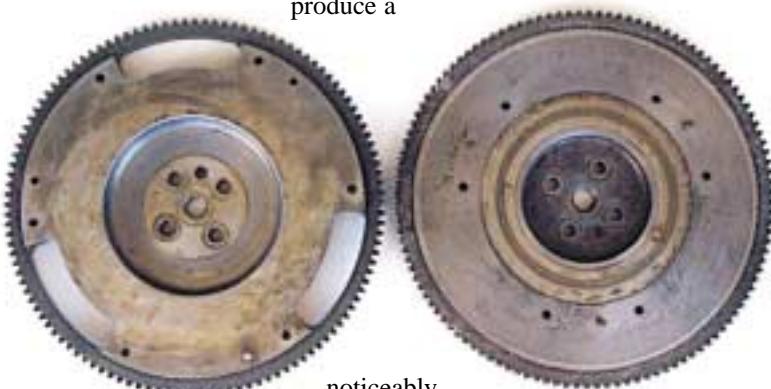
Several years ago I had purchased a 1972 Spitfire Mk IV 1300. After tightening up the chassis and going through the engine as described above, this car surprised a lot of people with its

performance. Its roll on power from 65 mph in top gear was especially astounding, due in large part to its 10.5:1 compression ratio and a lightened flywheel. This car shook up many, a would be street racer! The amount of horse power is not all that matters, it's the power to weight ratio, and if you are a spec sheet reader, you already know that the Spitfire is one the lightest cars on the road.

If you really want to build a giant killer, reducing the weight of your Spitfire even further, while increasing the power output, will provide you with distinct acceleration advantage compared with most of the cars on the road today, at

least through the first three gears! Increasing the compression ratio from 8.5:1 (U.S. models) to 10.5:1 is good for an additional 6 horsepower or so on a 4 cylinder Triumph engine. This is done by either removing material from the bottom side of the cylinder head, or purchasing high performance pistons. By doing this you reduce the size of the combustion chambers, squeeze the fuel/air mixture into a smaller area and compress it at a higher rate. The higher the compression, the greater the explosion. This modification will

produce a



noticeably healthier-running engine. Right from idle you will notice a crisper sound and quicker throttle response. It adds power to the engine's entire rpm range from idle to red line.

In most street applications, however, you really shouldn't exceed the 10.5:1 ratio because of the

Engine Upgrades

poor quality of fuel today. I have, on occasion, increased the ratio to 11.0:1 without knocking, by setting the squish area. Contrary to popular belief, the squish area is not the area where you belly up to your town's most popular bar on a Saturday night! It is the clearance between the piston surface at top dead center and the bottom of the cylinder head. Setting the squish area is done by removing material from the top of the engine block, which usually

allows the piston to slightly protrude from the surface of the block while at top dead center. The tolerance, or clearance you want here is .035 for street engines and .040 for race engines. This is how manufacturers such as Ferrari, or BMW, with their "M Power" engines are getting away with compression ratios of 11.0:1 or better and are still able to run on 91 octane gasoline.

An ignition system upgrade, if you haven't done this already, is mandatory. None of what I've been describing above will be possible with the system

the cars came with. Even something as simple as a Crane amplified unit will do. I also recommend using Champion spark plugs # RN9Y or N9Y (without resistor) in place of the RN12Y that came in the cars originally. Make sure your sparkplug wires are in good shape. You may wish to upgrade these as well.

Going inside of the cylinder head for port work. Although the cylinder head's port design is actually quite effective, again the problem was execution (how the heads were cast). This modification takes the proper tools, patience, and some

skill, but done correctly, the outcome can be very rewarding on the dyno chart with virtually no reliability sacrifices at all! Combined with a fairly aggressive camshaft, one can expect as much as a 25% gain in horsepower, but beware! If you plan to do this yourself, take extreme care around the seat areas; a wrong slip with the dremel tool can cost you seat replacement! I have found when flow bench testing these heads that bigger was not better.

A considerable amount of flow was lost when the ports were enlarged beyond the point of just making them consistent all the way through. Remove the dips, valleys, and casting flaws, with the final desired finish being satin as opposed to polished. When you've finished your port work, take the head over to your

machine shop for the final touch on the valves and seats. Also having them check the valves and guides for wear while asking for the "competition" valve job to accent your port work.

Now that your engine has been carefully prepared, getting the most from it will

require good induction and exhaust systems. If you live in an area where emissions testing is mandatory, Weber's progressive 2 barrel down draft carburetor is usually the only option, but still better than the single Zenith. If your car is exempt, or you live where emissions testing is not enforced, the sky is the limit! Your choices here are: (1) twin Weber side drafts, (2) oversized Suns, or (3) Keihen or Mikuni side draft carburetors now offered in kit form by Performance Research Industries in San Diego, Ca. The Webers are tried and true, and once set up perform very reliably.



Their only glitch comes from their appetite for fuel. If you plan to purchase a set of SU's second hand, pay close attention for throttle shaft wear. Unless this has been dealt with, the carburetors will not tune properly. These carburetors work exceptionally well when set up correctly, and have been known to make a bit more power than a set of side draft Webers, but can be a tad more fussy. The Keihin, or Mikuni side drafts are the ultimate power kings. They are originally designed for motorcycles, which demand higher flow characteristics for their 14,000 plus rpm limits. There is one carburetor per cylinder, and although much easier to tune and adjust, may require synchronization more often than the others. They also have the advantage of tuning each cylinder independently for the ultimate smoothness, while the jets can be found at most of your local Japanese m/c shops or dealerships.

Exhaust systems are a little easier to understand. Nonetheless they must be chosen

with discrepancy. For the person who has tailored their engine for midrange power, based on their camshaft selection, it is best to choose an extractor system (headers) of the "four into one" variety. If you have tuned more for top end power, a four into two into one (tri-Y) system is preferable. Generally speaking, smaller primary tubes create better velocity, and therefore develop power lower in the rpm range. In the same way, this also is determined by the collector diameter. Conversely, larger diameter tubes allow less restricted flow, thus enhancing power in the higher rpm range.

Any of these modifications will enhance the performance of your Triumph. Ultimately, you will have to determine whether you want a tractable daily driver, a full race set-up, or something in between. Performance Research Industries has developed a wide range of performance parts, specifically designed for the Spitfire, and GT-6. For more information contact PRI at (858) 650-3333, or e-mail at: triumph@san.rr.com. ☺



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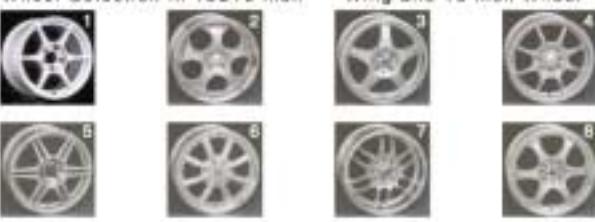
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Ask the Readers

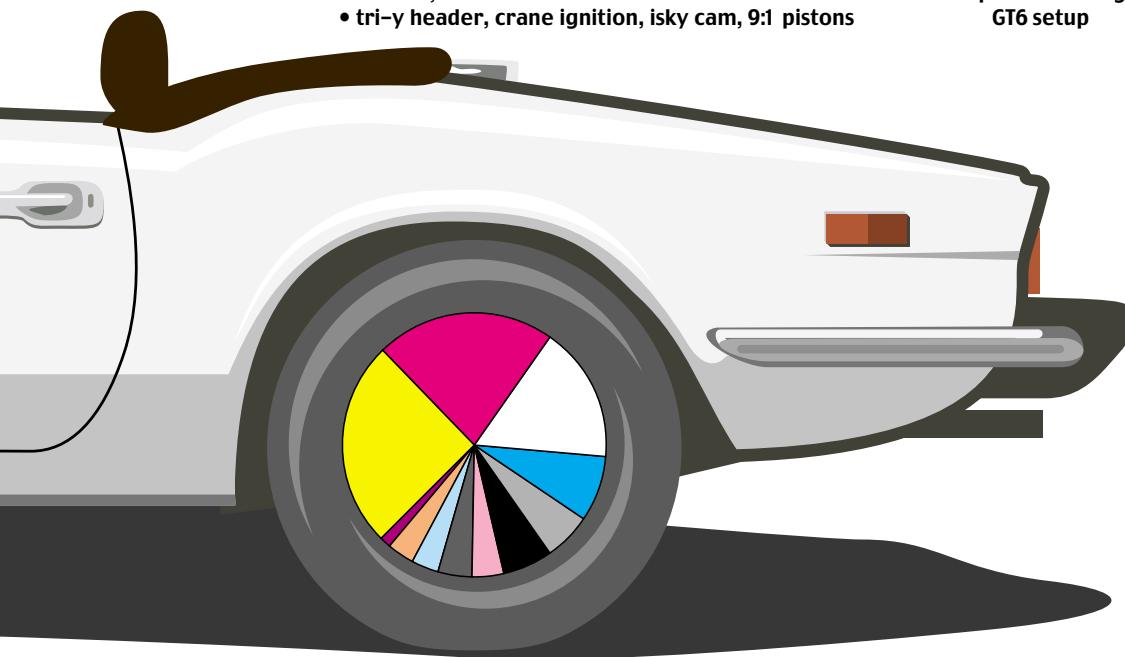
BY WEBSITE QUICK QUIZ RESPONDENTS



- HOT CAM
- weber, header, lost all smog stuff
- OVERSIZED PISTONS
- add a weber DGV and a Header
- 2-36 Weber, header and no smog stuff
- Replaced the 1.5L with a 4.3L Chevy V6
- Put 2 Weber carbs, 4 to 1 Sport exhaust
- 4 branch manifold plus K & N filters
- sports exhaust
- put a Ford 2L engine in
- header
- Bought one with an English market, High Compression engine!
- carb and headers
- header and Monza exhaust
- Weber carb
- tuneup
- Installed twin SU carbs and overhauled the engine using many new parts including racing cam and high compression pistons
- Bored and balanced,Weber DGV
- WEBER CARB
- header,weber carb
- tri-y header, crane ignition, isky cam, 9:1 pistons

Triumphspitfire.com's ongoing "Quick Quiz" asked surfers to submit what they have done to their cars to increase the power of their Spitfire. Surprisingly, the most submissions are for the most expensive modifications. Either that or people didn't submit any inexpensive options. Submissions are listed in order that they were received.

- Clean and adjust the carbs
- CHANGE AIR FILTER ON CARB TO A RAM AIR CONE
- swapped motor for a 2.4L ford turbo
- ELECTRONIC POINTS, IT MADE IT MORE DEPENDABLE
- weber
- ADD A HEADER
- Weber carbs & headers
- Milled the head, 3 angle valve job, TT valve springs, twin SU's K & N Filters, TT Header
- Weber DGV carb & Allison ignition module
- weber carbs and headers
- headers
- monza pipes
- fitted a mark 3 cam shaft
- sport cam, headers and weber carb
- The previous owner put in a GT6 6-cylinder engine; runs great
- add a Jacobs Ignition System
- 2.5 litre TR6 engine
- Higher compressions pistons and new high lift cam and Weber DGV
- shave the head
- I pulled the engine and driveline and installed a GT6 setup



	26% Headers/Exhaust
	22% Carbs
	17% Engine Swap
	8% Hot Cam
	6% Pistons
	6% Electronic Ignition/Coil
	4% K&N Air Filter
	4% Other*
	3% Tune up
	3% Mill Heads
	1% Electric Fan

* Added Overdrive, Supercharger, Disconnected Intake Manifold Heating

- Electric fan, header/exhaust, hotter cam, Weber side-draft carb, synthetic lubes
- installed dual 1 1/4 SU's
- Weber carb and headers
- Changed carberator and exhaust system
- camshaft
- added overdrive
- I have replaced the 1500 cc engine with an aluminum block V8. The engine was original equipment in a 1963 Oldsmobile F85. It has a factory turbocharger with "turbo rocket fluid" injection. The engine has 240 HP and weighs only 40 pounds greater than the original cast iron four cylinder. I replaced the trans with a borg-warner T5.
- replaced 1147cc engine with 1300, balanced bottom-end polished crank also inside block little bored and stroking of cylinders, I fitted aluminum flat topped pistons very lumpy cam. Replaced spitfire valve train with Datsun valve train with double valve springs, Polished exhaust out-lets sidedraft webers all these modifications and more pushing this car to 140hp. Replacing spitfire gearbox with Dolomite 1850 overdrive gearbox then also replacing diff and rear suspension with GT6 diff and suspension
- supercharger
- installed a 2500 tr-6 engine
- Header, the cast iron was too costly to replace and added power.. man
- installed 1400 engine
- Fitted a twin sports exhaust.
- INSTALLED A 2000 TOYOTA HEMI-HEAD MOTOR
- twin HS4 SU's
- 2.5 ltr w/triple Weber DCOE 40s
- monza exhaust
- Header
- free flow exhaust
- K&Ns, header, pipe
- mild lift cam
- added 2 cylinders
- FITTED K&N's/ needles etc and full sports exhaust
- weber dcoe's crane fireball high performance coil and a Mallory distributor
- header
- WEBER CARBS
- '79 -dual S.U.'s & header;; '80 has tr-6 eng. shaved, bored.30, ported+pol., dual S.U., header, freeflow; '76 GT-6 engine
- trying to fit a rover k series engine
- Installed a Chevy 350 small block engine
- Stagell Engine
- Carb Exhaust
- Weber DCOE & Headers
- header/Weber DGV/2"Exhaust
- put a 6 cyl
- Crane cam in GT6+ with oilcooler
- Allison electronic ignition instead of points in GT6+
- v8
- 12a rotary 160mph ported
- elec fan
- install gt6 engine

Cool Websites

Visit these websites for more info about:

Weber Carb Info: <http://teglerizer.com/dcoe/dcoedata.htm>

Carb Setups: <http://vtr.sanders.com/maintain/carbs.html>

Engine Swaps: <http://members.aol.com/danmas/>

- I cut the heating for the manifold and I used lighter pistons
- keep it well tuned, and use premium fuel
- nothing
- weber, header
- super tuned the carbs
- weber carb and electronic ignition
- CHEVY V8 INSTALLED
- many things, for starters: engine is from a '73 TR , dual webers (32/36 dgv) fast cam by "Kent", Mallory dual point dist, Mallory high output coil, engine balanced & blue printed, head ported, seat inserts, bronze guides, lightened flywheel, head skimmed, the rest of the car has been improved too. GT6 rotoflex, braking system from GT6
- twin stainless steel sports exhaust, K&N filters
- replaced the four cylinder with a 1963 Olds 215 CID V8 (with a factory turbo). The transmission was also changed to a T5 5 speed from a mustang
- electronic ignition
- stroke the motor and add duel carbs
- 2 litre GT6 engine w/H56 carbs
- exhaust header
- everything-complete rebuild-lsky cam -bored to .030 over to 1200ccs, header

Ha, Very Funny.

Listed below are some of the humorous entries submitted in jest:

- feed the rat that powers the car
- Push it downhill with two people instead of one
- cut out the tree branch that grew into it
- put it together
- added 2000 more horsepower
- added foot peddles
- had two people push it
- full tank of petrol
- lost the 7lbs put on over the holidays
- install engine
- try and get it to run
- unload mother in law
- gas
- Drive downhill
- Went on the Quick Weight loss diet
- BOUGHT A TOYOTA
- bought a tr6
- Trying to get it to run

Ask the Experts

BY PARTS SUPPLIERS

Spitfire Magazine asked the major suppliers of parts in the US what they would recommend for upgrading the performance of the Spitfire engine. Because this is such a complex question broken down into simple answers, it is always best to discuss your goals before ordering. And often there are installation/machining costs that are not included in the prices. Thanks guys. Here are their suggestions for \$50, \$100, \$500 and \$1000 upgrades.



British Parts N.W. Inc.

LEIGHTON AT BRITISH PARTS NORTHWEST RECOMMENDS:

- | | |
|--------|---|
| \$50 | Lucas High Output Sports Coil (\$40) |
| \$100 | Monza Performance Header (\$106) or Crane Electronic Ignition (\$119) |
| \$500 | upgrade to Weber DGV (\$399) |
| \$1000 | all the above plus 9:1 piston set (\$156) and Performance Cam (\$91) |



DAVE AT RIMMER BROTHERS SAYS:

"We are aware of several mods available for these vehicles however we can only supply tubular manifolds/K+N Filters and rich needles. This is a very small mod which will only give a small percentage increase in performance, Webers/Kent cams/roller rockers are listed for these vehicles unfortunately again this is not something we stock or have dealings with."

**TRIUMPHS
ONLY**

WAYNE AT TRIUMPHS ONLY RECOMMENDS:

The basics are often overlooked. Is the engine in proper tune? Check the compression. Make sure the distributor is not out of spec and needing of a rebuild. Is the vacuum advance working?

The best time to think about getting a better running engine is during a rebuild. Porting and polishing is a great way to have the engine run better with longer life and better mileage. It runs between \$100 and \$250.



The Roadster Factory

DAVE AT THE ROADSTER FACTORY RECOMMENDS:

"Call us. We have over 30 years of experience in educating people in the workings of Spitfires. Our experience will allow us both to make decisions to what the goals you are trying to achieve for driveability and reliability"

Phone 814-446-4491



NIGEL AT SPITBITS RECOMMENDS:

- | | |
|--------|---|
| \$50 | upgrade to K&N air filters |
| \$100 | upgrade to electronic ignition |
| \$500 | upgrade to Weber DGV |
| \$1000 | upgrade to Weber DGV, fast road cam, exhaust header (4 into 2 into 1) |

Hey... You Left Your Lights On!

BY ANDY PREVLEG

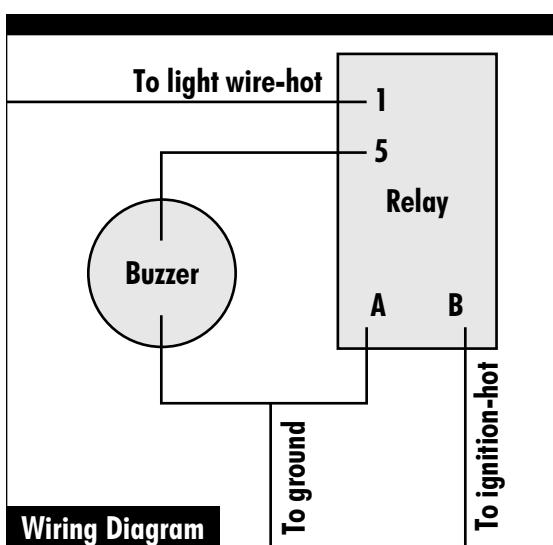
It's embarrassing when you hear that, but even worse if you go to start your Spitfire to find your battery dead because it had been feeding Lucas for the past several hours. One of the few true conveniences in modern automobiles is the warning buzzer to remind you to turn off your headlights. You can have this convenience in your LBC with the following circuit.

The circuit is relatively easy to make and install, with only two components and three connections, and will prevent oversight from becoming a "draining" experience. It can be added to any car with a twelve volt system. The components are readily available at your local Radio Shack and are small enough to fit even behind a Spitfire dashboard, although location can be any place where you will be able to hear the buzzer.

The circuit was designed incorporating a very simple computer logic:

LIGHTS / IGNITION = BUZZER

OFF	OFF	OFF
OFF	ON	OFF
ON	ON	OFF
ON	OFF	ON



We will hook the buzzer circuit to one of the parking light wires. This is because those lights are on whenever the headlights are on. (If we used one of the headlight wires, we would have to choose between low or high beam, and the buzzer would only work on that beam.)

You will need a piezo buzzer (Radio Shack part # 273-068) and a relay (part #275-218C). As in the diagram, wire the plus terminal of the buzzer to contact number 5 on the relay. A wire from the hot side of your parking light goes to the relay contact number 1. On this relay, contacts 1 and 5 are "normally closed"...that is, with the relay off, power can flow in 1 and out 5 to the buzzer. Contacts A and B energize the relay coil. Wire B to an ignition-hot circuit...anywhere that only gets current when the ignition is on. Wire relay contact A and a negative terminal on the buzzer to a good ground. This buzzer gives you a choice of either a steady beep or a pulsing beep. To select the steady beep, connect the 'steady' and 'pulse' negative terminals together.

Mounting the two components in a small plastic case will prevent shorting out one of the contacts. The buzzer has a threaded mounting ring for a 1 1/8" hole.

To test, start your car and turn the lights on. No buzz sounds because the ignition current is holding contacts 1 and 5 open. Now when you cut the ignition, 1 and 5 close and the buzzer will sound until the lights are turned off.

Andy Prevelig is a freelance writer and Spitfire fanatic and can be reached at aprev@tdo.infi.net

If you have an interesting Spitfire project or other car tip to you would like to share, please e-mail it to info@triumphspitfire.com or mail it along with photos to:

Triumph Spitfire Magazine
P.O. Box 30806
Knoxville, TN 37930 ☺

Controlling that Squirt

BY ANDY PREVELIG

We recently bought our second Spitfire, a 1976 1500. I had wanted another Spitfire to set up for autocross-rollcage, racing seat...that works. But when my wife Rachel took it for a spin she fell in love with it, so we are fixing it up as a daily driver for her. The car is in pretty good shape, but there are a few things that need attention.

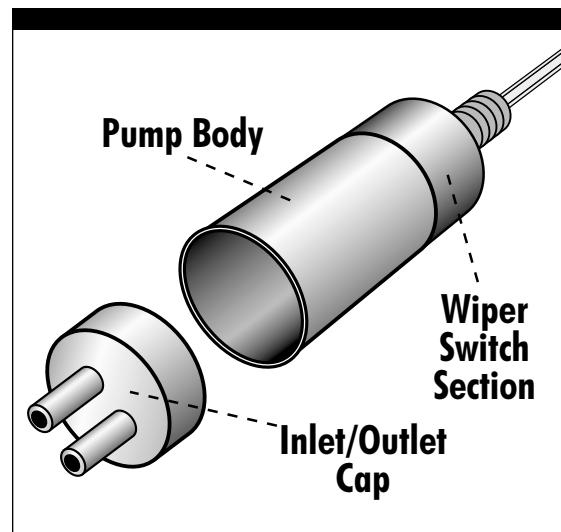
The windscreen wipers didn't work, and fixing that was simply a task of rewiring the circuit. The windscreen washer was another matter. This is a common problem in vintage cars that use a rubber bellows integral with the wiper switch to pump the fluid. The rubber deteriorates and at best you get a weak or non-existent stream to your windscreens, at worst you get wet knees or shorted wires behind your dashboard. Even if the bellows functions properly, you have to pump and pump in little squirts to get enough fluid to your windscreens to do much good—which is especially frustrating during our lovebug season.

The answer is...one of those electric washer kits available through many auto parts stores and catalogs. They are reasonably priced and simple to install, although you may have to be creative to find a spot for the reservoir under the bonnet. We are by no means "purists" about our vintage cars, but I really didn't like the idea of adding an under-dash switch to control the new washer pump. It would be much better if the switch could be incorporated into the original bellows/wiper switch.

The method I used can easily be adapted to most vintage cars that use an integral rubber bellows/wiper switch. After installing the reservoir, electric pump and its associated tubing, run the pump wires through the firewall in proximity to the old wiper switch. On the 1500, the old unit has a two-speed switch that is operated by turning the wiper control knob, while pushing the knob in operated the rubber bellows-pump (when it was working).

First, remove the old switch unit by depress-

ing the recessed detent on the bottom of the knob shaft with a very small screwdriver, then unscrew the collar and exact the switch out the back of the dashboard. On both our Spitfires and our MGB the bellows system is the same - pushing the knob squeezes the bellows which pumps the fluid out into the washer tubing, and releasing the knob allows the bellows to expand again, sucking more fluid from the reservoir through the one-way valve. The valves are part of the end-cap at the rear of the switch unit. On the Spitfire, this inlet/outlet cap is merely a press-fit into the unit and can be easily pulled out with pliers.

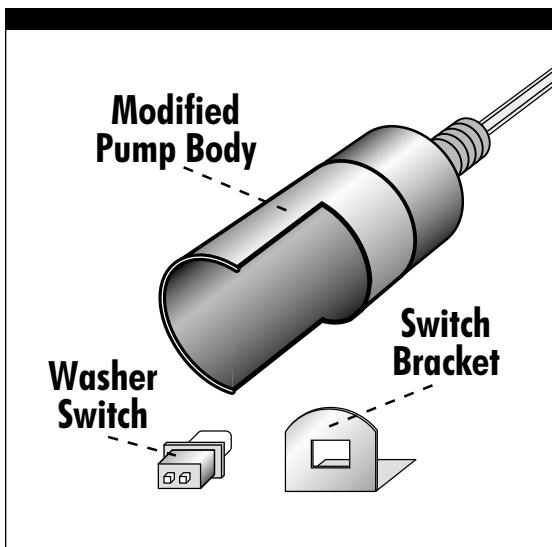


With the cap removed you will see the rubber bellows (or what's left of it)...remove and discard it. The shaft is square (to allow turning it to move the wiper switch) and slides in and out through the switch to pump the bellows. the inner end of the shaft has a wide, flat flange or disk, used to compress the old bellows - this is what will activate your new washer switch.

Examine the under-dash bracket that came with your washer kit. This is usually a simple angle bracket with a cut-out for the push -button

switch in one side and a mounting hole in the other. In my case the bracket already had the switch side rounded off. You may have to round off the corners if your bracket is different. The object is to make it fit inside the old pump cylinder.

Cut a section out of the pump cylinder with a hacksaw blade as shown in graphic. To make the right cut, check the shaft movement when you push it in and note the length of travel. You can error quite a bit and still wind up with a working unit since the new electric push-switch requires a lot less shaft travel than the old bellows did.



With a section cut out from the cylinder, insert the push-switch into the bracket and hold the bracket in place by hand while you test it by pushing the shaft and feeling for the resistance of the switch as the shaft depresses it. Adjust the bracket position if necessary, and then mark where the bracket lies against the cylinder side. Next, use a small metal screw or pop-rivet to attach the bracket permanently to the cylinder. (If you use sheet metal screw, be sure it doesn't protrude inside the cylinder too much or it will restrict the movement of the shaft.)

Now it's time to wire the push-switch as shown in your kit instructions. It's a good idea to not connect the ground wire just yet, because you have to push the knob back on during the mounting of the cylinder unit, and you don't want the

washer motor running without fluid in the reservoir. I like to use "liquid electrical tape" (an air-cure latex meant for insulating and putting a dip coating on tool handles) on my electrical connections since it is easier to apply in tight spots and ages well, with no tendency to unwrap as standard electrician's tape eventually does.

Remount the cylinder unit back in the dash, screwing on the collar and pushing the knob on until it seats on the detent. Now connect the ground in your circuit, fill the reservoir with washer fluid and try'er out. Instead of the little squirts you used to get by pumping the knob, you now should have steady streams to wash away those lovebugs.

And your new washer switch is push-operated by the wiper knob, as the original was, all hidden behind your dash, not hanging beneath it!

Andy Prevelig is a freelance writer and Spitfire fanatic and can be reached at aprev@tdo.infi.net

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Christmas Eve Drive

BY MITCHELL RHINE

It was the night before Christmas and all through the Narrows, not a creature was stirring, not even the sparrows.

I was driving my freshly restored TR250 through a dark mountain road in PA. I had just finished work at 11:00 PM and was heading home to shower so I could escort a young woman to midnight Mass. This was going to be a first for me, (I'm not a religious person) and didn't even know what Mass was.

It was a crisp clear winter night, the road was dry, the heater was working fine and I was zipping through the corners listening to an Elton John tape, (Don't Let The Sun Go Down on Me). I was well acquainted with the road as I traveled it every day to and from work. As I was rounding one of my favorite turns, the rear of the TR began to slide, (how cool, a controlled skid) I thought. Midway through the corner something broke loose and the rear started to kick out really fast. In an attempt to control the skid, I was forced to allow the car to drift towards left side of the road. Eventually the car went up the side of a steep embankment. My only concern was causing damage to my new paint job. Unfortunately, the root structure of a large tree on the steep embankment caused the car to flip and become air-borne, landing on its roof, bonnet, trunk lid and my head, (the car had no roll bar). I heard the sounds of breaking glass, screeching metal and I felt my head rubbing hard on the road. The car came to rest in the center of the road. As my eyes became adjusted to the light of the dash board instruments, (now directly on the road surface), I could see the double yellow lines. I was still in an awkward semi upside down position with my right hand pinned between the steering wheel and the road surface. I pulled hard to release my hand from under the wheel and rotated myself upright so I was sitting on the road, bent over with my head against the seat bottom. I remained calm for

awhile, (I actually counted the fingers on my right hand to check for any missing digits). Suddenly I noticed that the road surface appeared to be getting wet. It was gasoline, I had just topped off the fuel tank after leaving work and it was leaking out of the filler spout. Now I was starting to panic. My first thought was to shut down all power to prevent sparks. Ironically, the engine was still running. For some reason I couldn't find or reach the ignition key so I began to jam the gear shift lever, (now mounted on the ceiling), forcing the transmission into top gear. The engine soon stalled. I quickly attempted to get out of the driver's door but my door handle, (which had broken the night before and was kept on top of the dash) was nowhere to be found. I then thought about going out through the plastic rear window, no luck, the car was resting on the hood and trunk lid. In my haste to exit, I grabbed the passenger's door handle and the high quality pot metal broke off the shaft. At this time the seat of my jeans were becoming saturated with fuel. The instrument lights were still on so I could see what appeared to be a gap between the road surface and the passenger's door. The gap was created by the small hump at the rear of the TR's door just above the door handle. I managed to lay on the road and force my hand through the gap and operated the outside door release button. The door popped open without any assistance. I quickly got out of the car and stood upright, I was free. I reached back into the car pulled out my tape and turned on the hazard light so as to warn any approaching vehicles.

I started to walk towards the nearest house, (about 1.5 miles). As I walked, I became aware that the top of my head was very warm. I lightly touched the top of my head with my hand. I could feel my head bleeding but to what extent I wasn't sure. While walking, thoughts entered my mind. "What if I pass out from loss of blood". "Maybe I should run to make faster time". "No stupid, the

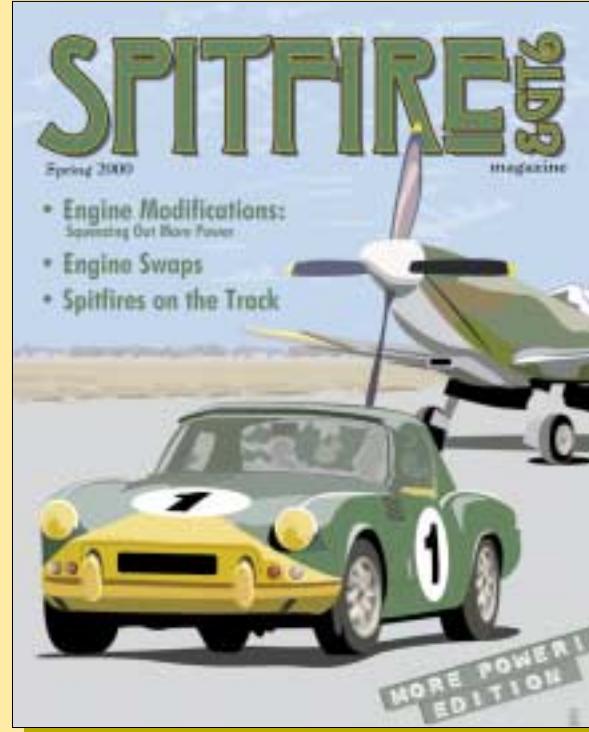
blood will flow faster". After several minutes of sole searching while walking at a brisk pace, I arrived at a stranger's house. The house was well lighted inside and out. Apparently they were celebrating the season as many people were visible through the windows. As I walked onto the lighted porch, I could see my hands were covered in blood. So as not to get blood on their door, I kicked it several times with my foot. A young women came to answer the door as if expecting additional guests. She started the greeting, "Hi, come on in....(very loud scream), and ran away. Other people began cautiously to peer around the open door. Some kind person gave me a large towel and offered me a place to rest. I asked to use the phone and called my brother and asked him to come and get me. I made one more call. I called my young women friend and told her that I would be unable to escort her to midnight Mass. I told her that someone saved my life tonight and the sun

didn't go down on me, I'd explain later.

As for the TR, some guy came by in a 4X4 and thought it was his duty to push the TR off the road over the low side of the embankment. The TR was a total loss. The cause of accident was a result of the right rear trailing arm. Upon investigation, I discovered that there had been a partial crack in the arm and it chose that particular night to break away. And me, I went to the hospital to have my head examined and my hand wrapped. The doctor must have left out some brains because within six weeks I found this lovely B.R. Green Spit with a bad crank, (but that's another story). ☺

Got a story to tell?

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North Eastern US

74 Triumph spitfire, blue, Tony, Seaside Heights, njtony1z@yahoo.com, Restoration project. Hardtop, extra parts \$1500 obo

1974 1500 TAN/BROWN, 53,3260, Mike, Glen Cove, N.Y MJBFive@aol.com, Complete car on blocks for 15 years. Engine needs rebuilding. OK to restore. Body OK. Have title. Some extras. \$750 obo

Spitfire 1964 mk.1 Black/Red 730000, Mike Warburton, 4450 Emerson Rd, Canandaigua, New York 14424, 716-394-0282 mjwarbee@frontiernet.net, Rust free car, rebuilt transmission and carbs, new battery. Car is currently operating w/1300cc Mk.3 engine, original 1147cc. engine is included w/sale. Can deliver within 400 miles. \$2500 obo

GT-6 Project GT-Mk3 1972 Burgundy & Black, Shane Wedekamm 38 Hillcrest Court Parkersburg, WV 26101, 304-863-9354 wedekammgt6@aol.com, Began as a restoration project. Floorboards rusted out. I've got ALL parts to reassemble except floarpans. Also, '69GT-6 parts except for the body. I have two 10x20 garages chock full of parts. I need to sell or trade for a Spitfire or another Triumph. \$1,000 or trade

1979 Triumph Spitfire 1500, Yellow w/Black int., 98,0000, Todd Quigley, 12438 Route 38, Berkshire, NY 13736, 607-642-5107, quigley@quixnet.net. Beautiful Aztec Yellow nearly rust-free Spitfire. Includes mint hard top, tonneau cover, and perfect condition vinyl top. Has new trunnions, lower control arms, shocks, tires, driveshaft, tie-rods, rebuilt alternator, and overhauled differential. Currently in storage, call for more information. \$5,000 neg.

Spitfire IV 1964, red/red, 540000, Alexcilli@hotmail.com, http://www.sites.netscape.net/vee-boy, 1964 Triumph Spitfire IV, great Shape, 2nd Owner Spitfire Red, mag wheels, still have orig wheels and hubcaps, Roll Bar, AM/FM, still have orig AM radio (positive ground) have orig. top and tonneau orig seats and interior, new carpets \$7800.00 Neg

Spitfire 1979 blue, new 65000, Bill K Krautter, 204 Pennsylvania ave. Hulmeville, PA 19047, (215) 768-2264, willek258@aol.com, have hard top also, 4 speed with over drive rebuilt, motor also rebuilt, new top, tonneau cover, boot, int. hate to part with. 2-3 oooon rebuild. 4500.neg

1500, 1976, red, 100k+, Mike Robey, 9260 Ironsides Rd., Nanjemoy, MD, 20662, 301-246-9113, marobey@yahoo.com, complete car-does not run-been sitting about ten years- has removable hardtop \$500.00 obo

Mark III 1969 Black/Dark Blue 72000, Chris O. Jordheim, 2401 Foxfield Drive, Pittsburgh, PA 15116, 412-492-7244, cjdjordheim@cs.com, hard and soft tops, new: floors, carpets, clutch, brakes, hoses. runs well \$2000 obo

Triumph Spitfire 1978, Tan/Red, 51000, Russ Davis PO Box 99, Belmont, New Hampshire 03220, 603-524-3692 rncycle@fcgnet-works.net, Great running and looking fun car. \$3800.

Spitfire for sale 1500 1977 yellow/black 52K, Gotts, 3 East Meadow, NY, (516) 538-3306 body in good shape, no rust. interior needs to be restored. New convertible top and have a hard top also. good project car. \$3500 obo

1500 1976, JavaGreen/black 131K, Jennifer Storrick, Annapolis, MD, 410-349-1084,

jstorrick@hotmail.com, rebuilt short block, 2 new tires Stromberg Carb, needs minor brake adj. Runs excellently \$4000

1500 Spitfire 1975 Maroon/Black Tony, New York, NY 10014, moschini@aol.com, Spitfire1500, with roll bar, aluminum alloy rims, header kit, no rust. \$4000 obo

1500 Spitfire 1975 Robert Adley 355 Cronin rd.. Westbrookfield, MA 01585, 413-436-5551, mmottox@aol.com, excellent int. very good new treads, covt. black top good, new cover when roof is down. e-mail back for pic. \$3,500 obo

South Eastern US

GT6+1969 RED/BLACK

72,0000, Warren Murray 2321 Applewood Drive, Birmingham, Alabama 35215 205-854-6840 warspit@aol.com On A Scale Of 1-10 It's an 8. Needs tlc \$7500.00 Firm

Spitfire Mark 3 1969 Red/Black 40,000 Warren Murray, 232 1 Applewood Drive, Birmingham, Alabama 35215, 205-854-6840 Warspit@aol.com, Like new. Has taken first place for 2 years at Tannehill Car Show. Chrome Wire Wheels, Overdrive, Hardtop, 4 Spk Stereo Sys, New Soft Top and a lot more. \$6500.00 Firm

Triumph Spitfire 1500 1976 tan/green 19,0000, Dennis Krieger 1420 Bexley Cove Lane Knoxville, TN 37922, 865-690-4893 dkreeper@aol.com, Car in excellent condition. Garage kept. Driven only in good weather. Possible show car. 5,500.00 neg.

Spitfire yellow in good and drivable condition spitfire 1978 yellow Bill Moran, 8798 SW 18th Ave, Stuart, FL, 34997, 561-220-9137, willmj@aol.com, This car has new interior. needs roof, brakes, and wiring. everything

else in working condition. My son was driving this car back and forth to work everyday. Car is now sitting in yard covered and waiting for you \$800.00 obo

Triumph Spitfire 1974 yellow 100,0000, Tracy Blevins, 1151 Deep Ford Road, Lansing, North Carolina 28643, 336-384-2694 tracejb22@yahoo.com, New paint, fair interior, roll bar. rust-free NC car. parts car also available (wrecked front) 46,000 miles on engine with over-drive trans. weber carb. also available. good car. will separate

1500 1978, Rick Hughes, Naples, FL 34104, 941-403-7809, lehughes@naples.infi.net, Primed and ready for painting and reassembly, 0 miles on rebuilt engine. Spare wheels, chassis, engine and numerous parts. \$2150

1978 Spitfire, Yellow, 560000, Bill Moran 8798 S W 18th Ave. Stuart, FL 34997, 561-220-9137, willmj@aol.com, this car needs some work but totally driveable. \$800.

Spitfire Conv. 1970 Red, Bill Westwood, WOODY2@aol.com, Easily restorable, no rust, runs good just needs some TLC \$1200 firm

Bonnet Spitfire 72, Craig Chaplin 772 S. Ridgewood ave Ormond Beach, FL 32174, 9046159426, chapdawg3@aol.com hood in ok shape. has rust in nose area and minor dimples. also have right door that needs body work. \$50.00 for door. \$200.00 neg. you pay shipping

Triumph Spitfire 1500 '76 tan/royal blue 132,0000, Suzanne Kreuz 6100 Hope Farm Lane Wake Forest, NC 27587, 919-846-7845 SKreuz@RFrench.com New conv.top, tonneau top, Pirelli tires, new gas tank, needs alternator to run. I have all repair papers and repair manual. \$750 obo

1978 Triumph Spitfire Convertible, Inca Yellow 20000+, Arthur McKnatt 3744 Moore Rd Grady, AL 36036, 334-584-7710, EAWATTS12@AOL.com New paint, tires, brakes, hoses, recent tuning, AM/FM cassette, have metal factory hard top and tonneau cover. \$4000.00 neg

1977 Spitfire 1500, red w/black, 650000, Bill Johnson, 115 E. Plank Rd. Warsaw, Nc 28398, 910-293-3293, billj@duplinnet.com, low mile engine, top one yr. old, new shocks, lots of parts including a trans. doors and glass, rear deck lid, car has some rust under driver door... but runs great... \$2800 firm

Triumph Spitfire 1974 red 100K, Nancy Hendrix, nancy.hendrix@nashville.com, The car can be restored or used for parts. It needs work on the engine and new tires before it can be driven. It is a one-owner car that we stopped driving in 1992 when it threw a rod. Before that, we were driving it to work and for pleasure. The paint job is old, but you can see from the picture that it still looks good. Make an offer. \$750 obo

1500, 1979 blue/black, 72K, Steven Page Augusta, GA, 706-554-2614, Page6896@aol.com, does not run, have also a 73 Spitfire for some parts, car can be restored very easily, just tired of working on it. Has a hard top \$1500

GT6 1972, Maroon/buckskin, 52K, M. Abington, Millington, TN, 901-876-4065, a1am@aol.com, Frame off restoration. Show car quality. Licensed antique. Previous show car. Quality =ENGINE=10 Interior=10, Exterior=10. New Goodyear tires, spoke mag wheels, tinted glass, engine compartment has lots of chrome, am/fm cassette, rear

window defroster. \$8500 Serious inquiries only

Mk 3 Spitfire 1969 green, Jeff, Miami, FL, Jbfix2000@aol.com, excellent frame-clean body-running condition-great for restoration-many extra parts-new vinyl top \$2500 just come and get it

Central US

Triumph Spitfire 1964-65 Red/black, Dennis Scott 1412 S. Florence Pl. Tulsa, OK 74104, 918-743-4254, DScottDRScott@Aol.com, Car runs. Needs solenoid right now. New paint job Five new tires, new carpet and new black top. Needs more love than I can give. Make me a good offer. \$3500.0bo

1500, 1977 Black/Green, 51,0000, W R Chase, 303 Pine Creek Ct, Waterford, MI 48327, 248-698-8505, wrwschase@cs.com, South Carolina car, I brought it back myself. The car had 49,000 miles on it and it needed to be restored. This car has been stripped and repainted and has had most of the interior replaced. The engine runs great and has had several upgrades .Including: Weber carb, aluminum intake, header, and tuned exhaust. This car has an almost perfect body (tiny outward dent in the hood) and has two small chips in the paint. This car is 90 percent reassembled and has new top not yet installed. This car has been used very little sincere restoration has been started and needs little work to complete. Hard top included. Although this car is not original it is very nice and absolutely rust free. I can email photo on request. It will need a new gas tank. It was patched in 88 but has recently failed. \$3,900 neg

1500, 78, Black/Orange, 50,0000, Bob Rickard, Houghton Lake, MI, (517)-422-5278 hlbones_2000@yahoo.com, Car is stripped & ready for repaint. Has

new rag top, original hardtop, original individual seatcovers, new dash cover. \$1,000 BO

Spitfire Mk III 1969, black/red, 800000, Rich Meier Canton, OH, (330)832-9915, rjmkid@sssn.com, Mostly restored 2 seater convertible. Runs good, just needs a few parts and some finishing touches. \$1500 obo

North Western US

1500, 1980, Tan/Red, 24,0000, john Trower 514 North Lincoln Street Canton, SD 57013, 605-764-5199, trower@dtgnet.com, This car is in original condition, with both hard and soft tops in good shape. 4 speed with electric overdrive, can send photos, will del within reasonable distance. \$4500.00 neg

South Western US

Triumph Spitfire1964-65 red/black, Dennis Scott, 1412 S. Florence Pl., Tulsa, OK 74104, 918-743-4254, DScottDRScott@Aol.com car runs though it needs a solenoid . Car has a new red paint job, five new tires, new carpet package, and a new black convertible top. A fun car to drive. Make me a good offer. \$3500 obo

1500, 1979 Hunter Metallic Green 33,000 Original Andy Campbell, Yuma, AZ 85364, macc@primenet.com, 1979 Triumph Spitfire, 1500cc, electronic overdrive transmission, very low original miles (less than 33,000) restored and used as a parade vehicle. Photos available on request/ Serious inquiries ONLY. \$13,500 obo

Spitfire 1500 1974 Blue, Stan Fosburg, Claremore, OK 918-521-5423 fosburg@ionet.net, http://www.ionet.net/~fosburg/triumph4sale.htm, Complete car including hardtop and soft-top

frame and many extras gauges, wiring harness, chrome, wheels,etc. The car will run and drive with some new tires. \$800 obo

Spitfire/GT6 convertible 1969 black/brown, James Hughes, 110 Bafanridge, Hot Springs, AR 71901, (501)321-2395, doctordice@aol.com, 1969 Spitfire/GT-6 mongrel (mechanically a 1971 GT-6.) I have owned the car for 11 years, and have replaced the transmission, master cylinder, water pump, front disc brakes, clutch, soft top, carpeting, and have repaired front assembly. The car has been driven less than 1500 miles since doing all this. Currently replacing fuel lines, adjusting carburetor floats, and accelerator cable. Car has been in storage for past 6 years. I have spent over \$6000 on the car, but recently bought a Mustang and no longer have garage space. Great car for springtime. \$3500.00

Must Sell Due To Divorce Triumph Spitfire 1978 Beige/Red 60.0000, Sandi Nabil, 3976 Avebury Place, LasVegas, Nevada 89121, 702-376-8752, GSNobil@aol.com, New top, New interior, rolled & pleated with matching tonneau top. Has been in my garage the past 8 months. Needs a carburetor and few minor things. I am negotiable, weather is starting to get nice and the convertibles are great. No offer refused \$3,000 OBO

Spitfire 1969 red/black, Todd McAtee, 1644 Dexter Street, Broomfield, CO 80020, 303-469-2851 TMc8473235@aol.com, one is restored new paint, top, interior, tires, wire knock-off rims, minor front fender damage. 2nd one in primer, runs, new O.D. trannie, have all chrome and trim, some new parts... Will email pic of cars to you \$3,200.00 for pair

Classifieds

1978 & 1980 (78) Brown (80) orange, Robert Janke 10811 Richmond Ave. #110 Houston, Texas 77042 USA 713-781-4394 rjanke@aol.com, Both cars in very good condition. Have lots of spare parts.

Spitfire for Sale Mk 3 1969 red/black 52K, Tulsa, OK, (918)574-7228-Off chassis restoration, completely repainted bright red with PPG base coat/clear coat, all new black interior with rebuilt carburetor, rear-end, and 4 speed transmission, AM/FM cassette, wire wheels, hard top with new headliner, Odometer reads 52,000 miles, engine has very good compression. \$5800 firm

Mk1 1963 yellow/black, Bud Trussell, Austin, TX, Budabud@msn.com, 1963 Spitfire, FC 1575, New tires, new rotors, new brake pads, rebuilt hydraulics, new clutch, new tunnel cover. Interior complete, but tired. Body in very good condition. Very little rust, NONE in critical areas. All chrome intact. Runs good, but could use a build. Have extra parts, manuals, books, etc. Best offer, NOT a parts car though. Best offer

Spitfire 1500 1974 yellow/black 70K, Matt Landgraf, Dallas, TX 972-675-6747, bookmanx@dallas.net, Car has new transmission (\$850), new Weber DGV (\$400). Both with less than 15 miles on them. Engine has oil cooler and electric fuel pump and runs well (but still hot). Car comes with new Robbins Soft Top (in box) and full carpet kit (delux In box). Rusty floor boards, good seats and ok body. Bad paint job (not my fault, it came that way). Selling for \$1500. Please call or e mail for any other info.

GT6 1971 brown/black 75K John McIntosh, Southern Utah, usmcintosh@infowest.com, No

rust. Stored since 1987. No dents or damage. Runs. Factory service manual-parts manual and owners manual. Needs restoration. No sure about about mileage. Can deliver for travel expense. \$3000

West Coast US

1500, 1979., blue, Jennifer Firlik, Fort Irwin, CA 92310, (760) 386-2888, RAVERSMIST@aol.com, 1500 neg.

1500, 1977, Black/White, 47,000, Don Crawford, 230 King Arthur Ct, Tracy, CA 95376, (650)694-5560, doncraw@jps.net, Very, nice, car. Needs minor restoration. I purchased the car in Washington in 1993. Currently unregistered in California. I purchased the air pump & plumbing for emissions test. I simply don't have time to do it. Many more extras including Weber DGV carb, hard-top & electronic ignition. \$1,500 obo

75 1500 Red/Black, 25,000 ACTUAL!! Randy Huft, Mission Viejo, CA 949-583-5143, rh7070@netscape.net, Red, Fast, Fun Triumph Spitfire Convertible! Excellently maintained with Mobil 1 , oilcooler, electronic ignition, lots of extras! only 25,000 original miles! Call quick! (949)583-5143 \$3500 firm

Triumph GT6+ 1970 Tan/Red 82k, Larry Nadeau, 37 Vista Mar, Laguna Niguel, CA 92677, (949)495-3680, lnadeau@cisco.com, Complete, runs good, body in good condition. Garaged for the last 10 yrs, driven occasionally. Needs some interior work and paint. Will need some mechanical-repair and makes some noise. Has slotted aluminum mag wheels that will polish out easily. Have spare rebuilt transmission available separately \$400 (this car does not need it). \$2500 OBO

Spitfire 1500, 1979, tan, 89K miles, Hussein El Ebiary, 2315 NW, 29th Corvallis, OR 97330, 541-753-7113, hussein1@hotmail.com, I have this near mint spitfire that I need to sell, because I am moving soon. I have the factory hard-top, brand new soft-top, all the covers and new tires. I have had her for a couple of years and I have kept her in a garage as much as I could. I only put premium gas so she eats well. I hope that I can find a good home for her. \$3000 obo

Spitfire 1976 Burgundy/Brown, Steven Slater, 2507 Barnett St. NE., Bremerton, WA 98310, 360-373-4283, slater90@wa.freei.net, Root Beer Brown with yellow and orange flames on bonnet. Hard top convertible with snap on top when top is off. Runs great. Needs minimal interior work. Need money for college. \$2000 obo

1500, 1976 Green, 45K, Dennis Berge, Napa, CA 94558, Dennis.Berge@kp.org, New rebuilt engine. New soft top. Hard top. New floor mats.

Parts Cars US

'73 Spitfire GT-6 MK3

1973 Maroon/Black 1969?-197? Shane Wedekamm, 38 Hill Crest Court, Parkersburg, WV 26101 U.S.A. 304-863-9354 wedekammt6@aol.com Projector Parts. Stripped a cancerous'69 GT-6+. Sacrificed it on the alter for a'73 chassis and body that only needed floorboards and started on. LOT's of aquired parts, new and used. All for sale, but would rather trade for a Spit. GT-6 is a great runner, but I miss the rag top!!! \$800.00 Sale or Trade complete

'77 Spitfire, Disassembled

Softtop 1977 Brown/Brown 65,000 Rick Seller rsrsellers@highland.net My car is in good restorable shape. It needs

a floorpan. Good 1500 engine good tranny, W/O.D. softtop frame, rear rack, (no windshield no seat rails) some usual rust on the rear frame rails. original radio, excellent bonnet. no major dents or repairs. \$600.00 no parting.

1966 Spitfire Mk2 For Sale

Spitfire 1966, Lance Mace, San Jose, CA 408-875-4806, Car is complete minus interior. All of the drive train is in place. Body has some dents and some rust. I have the pink slip and keys. Will transport within the San Jose area. Spare body tub also available. \$300 obo

76 Spitfire 1500 1976 red 100k+ Mike Robey, 9260 Ironsides Rd. Nanjemoy, MD 20662 USA 301-246-9113 marobey@yahoo.com complete car, does not run-been sitting for about ten years-has removable hard top \$500.00 obo

Rolling Chassis 1500 Spitfire

1975, John Gauldin Oklahoma City, OK US 405-755-5000 John.Gauldin@tinker.af.mil Complete rolling chassis from 75 Spitfire 1500. Includes Bonnet in fair condition. Engine condition unknown but needs internal work. Single Rail Transmission, Drive Shaft, and Final Drive complete and functional. These components are what's leftover from a Spitfire/GT6 conversion project. Will deliver for transport costs in a 500 mile radius of OKC. \$400

GT6 parts cars Bud Trussell, Austin,TX, Budabud@msn.com Two complete GT6+ partscars. One with O/D. Bodies not good enough to restore, but one bonnet is in excellent condition (for Spit6 conversion?). Best offer. You come and get them.Will not part out. Best offer

To see more classifieds or post your own, visit TriumphSpitfire.com/ForSale.html, write to us at **Spitfire Magazine**, P.O. Box 30806, Knoxville, TN 37930 USA

British Car Shows and Events

North America

MARCH

Arizona, Phoenix, March 4
Wheels of Britain, British Motor Enthusiasts

Texas, Marble Falls, March 4
Mac's Pack/Wal-Mart open car/truck show, Mac's Pack

Arizona, Phoenix, March 5
Wheels of Britain, Mike Goodwin, (480) 759-9386

Texas, Kerrville, March 7-9
Healey Roundup 20, 713-664-6445

Arizona, Phoenix, Heritage Square Downtown Civic Center, March 11-12
12th Annual All-British Car Day, The Arizona MG Club, (602) 439-1142,
GBMG@AOL.COM

Alabama, Fairhope, La Frenierre Park, March 18
New Orleans British Car Day

Florida, Lake Helen, March 19
Spring Fling VI 2000, The All British Car Club of Vol. Co., Florida,
904 789-5749, pegca@aol.com

Florida, Moroso Motorsports Park, March 25
SCCA/FR Vintage Race

Louisiana, New Orleans, March 25
10th Annual New Orleans British Car Day,
British Motoring Club-New Orleans, 504-288-4019

Georgia, Atlanta, Roebling Road, March 31-April 2
SCCA/BR Vintage Races

Near Washington, D.C., Woodlawn Plantation, March 30
Britain on the Green Meet, North American Spitfire Squadron

Oklahoma, Tulsa, March 31-April 2
South Central VTR Regional Convention, Green Country Triumphs

APRIL

Alabama, Bellinroath Gardens, Apr. 1
British Car Beach Bash & British Car Show,
Panhandle British Car Association, (334) 961-7171

Mississippi, Jackson, Apr. 1
Tops Down Party, English Motoring Club

Texas, Betram, Apr. 2
Mac's Pack Poker Run 2000, Mac's Pack

California, Santa Maria, Apr 7 - 9
North Meets South 2000 "Back From The Future", Paradise MGs all British
Car Club , (805) 434 1737

Florida, Winter Park, Apr 8
16th Annual Central Florida All British Car and Cycle Show, Rick Frazee,
407-647-1188, mog@sundial.com

California, Palm Springs, Apr 7 - 9
Palm Springs Car Classic, City of Palm Springs & Spectrum Auctions

Florida, Mt. Dora, Lakeside Inn, Apr 14 - 16
Gathering of Faithful South XXXIV, Classic MG Club, 407-671-6888,
largecanine@Prodigy.net

Florida, Pensacola, April 14-15
Pensacola British Car Beach Bash, Panhandle British Car Association,
(334) 961-7171

Arizona, Phoenix, April 15-16
"B.E.A.T." (British European Auto Tour)

Arkansas, Little Rock, April 15
Mid South Swap Meet and Car Sales, British Motoring Club of Arkansas,
800-352-5816, BRoss3396@aol.com

California, San Diego, April 15
Rolling British Car Day, 760-746-9028, DDKirby210@aol.com

Georgia, Atlanta, Roebling Road, April 15-16
SCCA/BR Vintage Races

Ontario, Ancaster, April 16
Ancaster British Sportscar Flea Market & Car Show, British Sports Car Club
& Austin Healey Club, Keith Dunklee, (703) 521-2245

Texas, Houston, April 16
All British Car Funkhana & Slalom Event, 404-449-9029

Nevada, Las Vegas, April 22-23
HSR West, Lotus-BMW Challenge Las Vegas Motor Spwy

Texas, Dallas, April 23
All-British Car Day, Dallas Brain Injury Association

Georgia, Atlanta, Road Atlanta, April 27-30
HSR 23rd Walter Mitty Challenge

New Mexico, Old Mesilla, April 28-30
British Car Show and British Car Days, 505-524-8887,
LaReina@zianet.com

North Carolina, Winston-Salem, April 28-30
The Gathering, Triumph Club Of the Carolinas

California, Half Moon Bay Airport, April 30
Pacific Coast Dream Machines, 650-726-2328

Connecticut, Milford, April 30
CTR Annual All British Auto Jumble, Connecticut Triumph Register

Oregon, Portland, Montomery Park parking structure, April 30
All British "Autojumble" (Swap Meet), (503) 287-2024,
Slatskars@aol.com

Texas, Dallas, April 30
All British Car day, 214-327-2191, randyz@ticnet.com

Virginia, Woodlawn, April 30
Britain on the Green at Woodlawn, Capital Triumph Register,
(410) 535-0690

MAY

California, Buttonwillow, May 6-7
British Extravaganza, Moss Motors & VARA, (800) 235-6954

California, Pacific Grove, May 6-7
Monterey Peninsula British Car-Meet, Monterey Peninsula Kiwanis Club

California, Buttonwillow, May 6-7
Moss British Extravaganza, Moss Motors, (800) 431-2496

New Jersey, Succasunna, Horseshoe Lake, May 6-7
Brifest 2000, Moss Motors, (800) 431-2496

North Carolina, Statesville, May 6
Statesville British Car Show, Piedmont British Motor Club, 704-876-0709

Ohio, Richfield, Holiday Inn, May 6
23rd Annual British Swap Meet and Car Show, 800-334-6566

Tennessee, Townsend, May 6
Smoky Mountain British Car Show

Florida, Daytona, May 7
SCCA/CFR Vintage Races

New Jersey, Morristown, May 7
English Car Day, NJ Triumph Association

Texas, Cedar Park , May 7
Mac's Pack Spring Dust-Off 2000, Mac's Pack

Delaware, Lewes, May 13
British Car Show, Lewes Chamber of Commerce, 302-645-8073

Kentucky, Louisville, May 13
Concours for Jaguar and other British Marques, 812-537-1701

New Jersey, Atison, Atison Lake Park, May 13
British Motor Classics At Atision, British Motor Club of South Jersey,
(856) 881-3526

Virginia, Reston, May 13
British Car Tour to benefit Columbia Lighthouse, Capitol Triumph Register

Virginia, Williamsburg, May 13
Classic British Car Show of Williamsburg, Colonial Vintage British Car Club

Kentucky, Louisville, May 18-20
Bluegrass Big Healey Club Springthing, 502-896-2832,
mikebn2@win.net

Oklahoma, Oklahoma City, May 19-20
Oklahoma City All British Meet 2000, OKC All British, 405-722-0457

Pennsylvania, Carlisle, May 19-21
Carlisle Import Auto Show

Pennsylvania, Annville, May 19-21
Tiger Tom's 25th Annual Sunbeam Bash, 610-593-2201,

Texas, College Station, May 19-21
9th Marvelous May Races, CVAR

Colorado, Montrose, May 20

British Car Week Third Annual Opening fest, 970-249-0163

Everybody, Everywhere, May 20-28
"Drive Your British Car Week", It is a week intended for all British car
enthusiasts to get their British cars out on the roads and give them the
exposure they so rightly deserve.

Missouri, Columbia, May 20-21
Third Annual British Car Show, Mid Missouri British Sports Car Club,
573-635-9323

Canada, Vancouver, Van Dusen Gardens, May 21
All British Field Meet, 604-736-6754, stewart@direct.ca

California, Dixon, May 21
Annual All British Motorcar Show and Swap, United British Sportscar Club
of Sacramento, 916-783-7375, charlesjyost@compuserve.com

Colorado, Golden, May 21
Spring Car Show, Rocky Mountain Triumph Club

Ohio, Columbus, May 21
British Car & Bike Show & Swap Meet XVI at Easton,
Central Ohio British Car Council

Ohio, Easton, May 21
British Car & Bike Show & Swap Meet at Easton,
Central Ohio British Car Council

Virginia, Richmond, May 21
8th Annual British Classic Car Meet, Richmond Triumph Register,
804-527-1515, KMNTR6@aol.com or innovative@myhost.ccsinc.com

- Canada**, Toronto, May 26 - 28
"Spring Fling", MG Car Club of Toronto and
Toronto Triumph Sports Car Club
- Illinois**, Champaign/ Urbana, May 26 - 28
Champagne British Car Festival, Central Illinois Triumph Owners
Association, (309) 663-5372, GARYSMGB@aol.com
- California**, Dunsmuir, May 27-29
Dunsmuir Fifth Annual British Car Gathering,
Dunsmuir Chamber of Commerce
- Canada**, Cumberland Heritage Museum, May 27-28
Cumberland Heritage Car Show, Greg MacNaull 721-8817
- Pennsylvania**, Fort Washington, May 27
Brits are Back at Hope Lodge, Delaware Valley Triumphs Ltd,
610-222-0180
- Tennessee**, Nashville, May 27
Eurofest Nashville, Nashville British Car Club
- Washington**, Puyallup, May 27-28
All British Tour "Run to the Gorge",
Puget Sound British Automotive Society, 425-644-7874
- JUNE**
- New York**, Watkins Glen, June 1-4
HSR Watkins Glen Historics
- Florida**, Sebring, June 3-4
SCCA/CFR Vintage Races
- Kentucky**, Louisville, June 3
16th Annual Marques on the Green, 502-491-1517,
jim@budgprint.win.net
- Ohio**, Milford, June 3
8th Annual Little River Run, Milford Area Jaycees, (513) 724-3980,
idvp4mjc@aol.com
- Texas**, Houston, June 3
11th Annual All British Motor Vehicle Expo, 409-449-9029
- Connecticut**, Waterford, Harkness Memorial State Park, June 4
British Cars by the Sea, MG Drivers Club, Richard Miller 908-713-6251
- Indiana**, South Bend, June 4
13th Annual Michiana British Car Day, Michiana Brits British Car
Enthusiasts
- New York**, Rochester, June 4
Sports Cars & Vintage Auto Festival, MG Car Club of Western N. Y.,
Phil Parisi, (716) 225-5939
- New Jersey**, Clinton, June 4
Red Mill British Car Day, (908) 713-6251, M.G. Drivers Club
- Ohio**, Holland (Toledo area), June 4
Lake Erie British Car Show and Swap Meet, Lake Erie British Car Club
- Pennsylvania**, Coatsville, June 5
Concours 2000, Delaware Valley Jaguar Club, Ph: 610-358-4055,
wincam@voicenet.com
- Michigan**, Hickory Corners, June 7-8
MAD DOGS X a 'British car fair, South West Michigan Motoring Ass'n
- Vermont**, Rutland, June 8-11
Gathering of the Faithful Mk-69, New England MGT Register Ltd,
919-851-3030
- Canada**, Ontario, Thunder Bay, June 9-11
Rendezvous 2000, Thunder Bay Vintage Sports Car Club,
(807) 473-4882, pafied@tbaytel.net
- Missouri**, St Joseph, June 9-11
All British Car Weekend, Heartland MG Regional Committee,
816-795-9628
- New York**, Long Island, Long Island Centre, June 10 - 11
7th Annual The British are Coming!!! Weekend. MG Car Club, (516)794-
9004, DRDED@ix.netcom.com
- New York**, Williamsville, June 11
Western NY British Car Club & Euro Car Day 2000, 716-626-2665
- North Carolina**, Clemmons, South Tanglewood Park, June 11
British Motorcar Gathering, Keystone Region MG Club
- Virginia**, Richmond, June 12
VTR Mid-Atlantic Regional Convention, Richmond Triumph Register
- Ohio**, Cleveland, June 15-18
9th Annual North American MGB Register International Convention,
Emerald Necklace MGB Register
- Pennsylvania**, Hellertown, June 11
British Car Day, 610-865-3419, keystone@britautos.com
- Pennsylvania**, Bushkill, June 11
2000 National Meet, Triumph Register of America, 973-635-2570,
- California**, Ventura, June 16
10th Annual All British Car Show, Central Coast British Car Club
- Ohio**, Hamilton, Edgewater Sports Park, June 16
British Car Day, Austin Healey & British Car Clubs of Cincinnati,
Jay Kolb 513-777-1873
- Iowa**, Council Bluffs, June 18
All British Car, Cycle and Parts Swap Meet, Nebraska Triumph Drivers
- Washington**, Bellevue, June 21-23
Western Washington All British Field Meet, Puget Sound British
Automotive Society
- Ohio**, Mid Ohio Raceway, June 22-25
SVRA Sprint Vintage Gran Prix
- California**, Chico, June 24-25
12th Annual All British Meet & Tour, Chico Area British Car Club
- Florida**, Moroso Motorsports Park, June 24-25
SCCA/FR Vintage Races
- Wisconsin**, Sussex, June 25
British Car Field Day, British Car Field Day, Inc., 414-321-5466
- Canada**, Mosport Racetrack, June 30
Mini-Sprite Can Am, VARAC, 905-640-6271
- New Jersey**, Lavallette, June 30
3rd Annual British Car Show, Positive Earth Drivers Club, Doug Higgins,
732-505-0778
- Pennsylvania**, Shawnee on the Delaware, June 30
Morgan Owners Gathering 2000, 703-620-0659
- JULY**
- California**, Pomona Fairgrounds, July 1-2
Liberty Grand Prix, VARA
- Michigan**, Hickory Corners, July 7-8
MAD DOGS X a 'British Car Fair, South West Michigan Motoring Ass'n
- Michigan**, Gingerman Racetrack, July 7-9
Mini-Sprite Can Am, VSCDA, 616-949-8281
- Michigan**, Hickory Corners, July 8-9
Mad Dogs & Englishmen British Rally, Tour and Auto Fair, 616-344-5555
- Michigan**, Sterling Heights, July 10
18th Annual Battle of the Brits, Detroit Triumph Sportscar Club,
810-979-4875
- Virginia**, Richmond, July 12-15
VTR Mid-Atlantic Regional Convention, Richmond Triumph Register,
(804) 527-1515, kmntr6@aol.com
- Canada**, Prince Island Sound, South Rustico, July 12-15
British Car Day 2000, British Motoring Association of PEI, Cymbria Lions
- Florida**, Moroso Motorsports Park, July 15-16
SCCA/FR Vintage Races
- Indiana**, London, July 15-16
London to Brighton Run, Indiana British Car Union
- Pennsylvania**, Pittsburg, July 15-16
Pittsburgh Vintage Grand Prix, 724-228-3488, pvgpa@trfn.clpsb.org
- Washington**, Bellevue, July 15
Western Washington All British Field Meet,
Puget Sound British Automotive Society
- California**, Ventura, July 16
10th Annual All British Car Show, Central Coast British Car Club
- Ohio**, Cincinnati, Edgewater Park, July 16
British Car Day, 513-777-1873
- W. Virginia**, Morgantown, July 17-22
The North American MGA 25th Anniversary Get Together (GT25),
519-349-2033, tcoyne@fanshawec.on.ca
- Oklahoma**, Duluth, July 18-21
Gathering of the Faithful, (651) 436-7401
- Georgia**, Braselton, July 22-23
SCCA/AR Vintage Races
- Washington**, Bellevue, July 22
All British Field Meet Show & Swap, 425-644-7874
- Indiana**, Indianapolis, July 23-27
2000 ConclaveAustin-Healey, Jim Frakes, (317) 773-8676
- Washington**, Ocean Shores, July 24-28
Austin-Healey Rendezvous 200, Cascade Austin Healey Club
of Washington, (360) 876-8236
- Canada**, Ontario, Bowmanville, July 26-30
15th Annual Canadian Classic, Toronto Triumph Club,
buss3@sympatico.ca
- New York**, Huntington, July 29
All British Car Show, Coindre Hall Estate 516-271-4808
- Washington**, Bremerton, July 29-30
SOVREN Speedfair Vintage Races
- New Jersey**, Lavallette, July 30
3rd Annual British Car Show, The Positive Earth Drivers Club, Ph:
(732) 505-0778, Higgs2n2@prodigy.net
- AUGUST**
- Oregon**, Portland, Aug 2-6
Vintage Triumph Register National Convention, Portland Triumph Ass.,
(503) 357-5640. raymarly@teleport.com
- Massachusetts**, Westminster, Aug 4-6
British Motorcars of the NE Festival, 401-539-2879, frankk@intop.net
- Michigan**, Chicago, Aug 4-6
Chicago Historic Races Gingerman Rwy.
- Michigan**, Waterford Hills Raceway, Aug 5-6
Waterford Hills Racing Meadow Brook Historic Races
- Ohio**, Dayton, Aug 5
British Car Day 2000, MG Car Club, SW Ohio Centre & Miami Valley
Triumphs, 937-293-2819
- Indiana**, Indianapolis, Aug 6-10
Austin Healey Conclave 2000, (317) 773-8676
- Pennsylvania**, Glenside, Aug 6
Greater Glenside Chamber of Commerce, 215-886-4609
- Pennsylvania**, Armagh, Aug 11-13
The Roadster Factory Summer Party 2000 & 4th annual MG Drive-In,
MG Drivers Club, Ph/Fax: (800) 234-1104
- Pennsylvania**, Valley Forge, Aug 16-20
Austin Healey Sports and Touring Club's Encounter, Austin Healey Sports
and Touring Club, 215-699-8355
- California**, Monterey, Aug 17-20
GR Monterey Historics, Laguna Seca Raceway
- Illinois**, Abingdon, Aug 17-19
Abingdon MG Summer Party, (847) 658-2364

Canada, British Columbia, Aug 18-20
Concours, Rally and Slalom, Canadian Jaguar and MG Club,
604-465-7244

Iowa, Davenport, Aug 19-20
Heartland Auto Fest, Quad City British Auto Club

New York, Nunda, Aug 25-27
Sports car festival 2000, S&J Classics and Kiwanis of Nunda

Pennsylvania, Rothsville, Aug 27
Taste of Britain British Car Show and Polo Match,
Lancaster County MG Club

SEPTEMBER

Florida, Sebring, Sept. 3
SCCA/CFR Vintage Races

New York, Watkins Glen, Sept. 6-10
SVRA Vintage Grand Prix

Oklahoma, Hallett Mtr. Racing Circuit, Sept. 9-10
CVAR Hallett Vintage Races

New Jersey, Dover, Hamilton Business Park, Sept. 9
Moss Motors show and parts flea market, 973-361-9358

Connecticut, Manchester, Sept. 10
20th Annual CTR British Motorcar Gathering, Connecticut Triumph Register

Illinois, Des Plaines, Sept. 10
14th Annual Chicagoland British Car Festival, British Car Union,
(708) 442-7386

Michigan, Sterling Heights, Sept. 10
18th Annual Battle of the Brits, Detroit Triumph Sportscar Club,
(810) 979-4875

Vermont, Stowe, Sept. 14-17
British Invasion, Michael F. Gaetano, (508) 497-9655

Georgia, Dillard, Sept. 15-17
2000 Southeastern MG Festival, Peachtree MG Registry

Florida, Moroso Motorsports Park, Sept. 16-17
SCCA/FR Vintage Races

California, San Diego, Sept. 19-22
Triumphfest 2000, Triumph Sports Car Club of San Diego,
(858) 484-1634, melkristie@cs.com

New York, Rochester, Sept. 20-24
Gathering of the Faithful Mk-70, New England MGT Register Ltd

Wisconsin, Road America, Sept. 22-24
Elkhart Lake Vintage Festival, VSCDA

California, Fresno, Sept. 23
8TH Annual - Very British Car & Motorcycle Meet, Valley British Auto Club

New York, Saratoga, Sept. 23
Northeast Sport and Classic Foreign Car Show,
Adirondack Triumph Association

Indiana, Indianapolis, Sept. 29 - Oct. 1
Indy British Motor Days, Indiana British Car Union

W. Virginia, Summit Point Raceway, Sept. 29 - Oct. 1
7th Annual Blue-Gray Challenge, SVRA

California, Santa Monica, Sept. 30 - Oct. 1
Battle of Britain 2000 / Wings & Wheels, (800) 235-6954

California, Mare Island, Sept. 30 - Oct. 1
CSRG Vintage Grand Prix

Florida, Pensacola, Seville Square, Sept. 30
ACAA Pensacola Antique Auto Show, Panhandle British Car Association,
(334) 961-7171

OCTOBER

Texas, Bertram, Oct. 1
Mac's Pack Back Roads Tour Of Burnet Co., Mac's Pack

Alabama, Fairhope, Oct. 7
SABCC British Car Show

Virginia, Virginia Int. I. Rwy., Oct. 12-15
SVRA Races

Arizona, Phoenix Int. I. Rwy., Oct. 14-15
Phoenix Vintage Grand Prix, VARA

Virginia, Middleburg, Oct. 15
Hunt Country Classic, MG Car Club, Washington DC Centre

Georgia, Savannah, Roebling Road. Rwy., Oct. 19-22
HSR Savannah Historic Races

Florida, Tampa, Picnic Island, Oct. 21
14th Annual All British Field Meet, Tampa Bay Austin Healey Club

Florida, Lake City, Oct. 26-29
14th Annual Vintage Triumph Registry SE Regional,
Central Florida Triumph Registered Team 2000

Alabama, Florence, Oct. 28
Brits At The Renaissance Faire,
North Alabama British Sports Car and Motoring Club

Alabama, Mobile, Oct. 28
Hooters All Marque Car Show

Florida, Sebring, Oct. 28-29
SCCA/CFR Vintage Races

NOVEMBER

New Jersey, Clinton, Nov 2-10
"MG Heritage Tour of the United Kingdom",
M.G. Drivers Club of North America

California, Monterey, Laguna Seca Rwy., Nov 4-5
SF/SCCA Fall Classic Vintage

Nevada, Las Vegas Mtr. Spdwy., Nov 9-12
DeLorean Expo 2000, DeLorean Owners Association

Nevada, Las Vegas Mtr. Spdwy., Nov 10-12
BMW-Lotus Challenge, VARA

South Carolina, Charleston, Nov 10
Fall Flashback Rallye to Benefit Toys for Tots,
British Car Club of Charleston

Florida, Homestead, Nov 18-19
SCCA/FR Vintage Races

Florida, Sebring, Nov 25-26
SCCA/CFR Vintage Races

DECEMBER

Florida, Daytona Int., Dec. 1-3
HSR Daytona Historics

Florida, Sebring, Dec. 29-31
SCCA/CFR Vintage Races

Europe

MARCH

England, London, Alexandra Palace, March 18-19
10th London Classic Motor Show, Tel: 01296 631181

England, Silverstone, March 20
TSSC Championship, Peterborough MC

England, Cadwell Park, March 28
TSSC Championship, MGCC

APRIL

England, Snetterton, April 25
TSSC Championship, Jaguar CC

MAY

England, Brands Hatch, May 2
TSSC Championship, Aston Martin CC

JUNE

England, Pembrey, June 13
TSSC Championship, Jaguar CC

JULY

England, Derbyshire, Chatsworth House, July 2
Club Triumph National Day, Club Triumph

Europe, Nordkapp, Norway - Cape Tarifa Spain, July 2
Cape to Cape Challenge 2000

England, Mallory Park, July 4
TSSC Championship, Aston Martin GC

England, Anglesey, July 17-18
TSSC Championship, Jaguar CC

England, Mallory Park, July 28-29
Triumph International Millennium Event, All Standard & Triumph Clubs

AUGUST

England, Cadwell Park, August 1
TSSC Championship, Jaguar CC

England, Croft, August 21-22
TSSC Championship, Aston Martin GC

SEPTEMBER

England, Oulton Park, Sept. 4
TSSC Championship, Jaguar CC

England, Zandvoort, Sept. 18-19
TSSC Championship, HARC

OCTOBER

England, Brands Hatch, Oct. 2-3
TSSC Championship, MGCC

England, Oct. 6-8
17th Round Britain Reliability Run

England, Donnington Park, Oct. 10
TSSC Championship, Aston Martin OC

Get listed!

If you would like your event listed here and on the TriumphSpitfire.com website, write to us at **Spitfire Magazine, P.O. Box 30806, Knoxville, TN 37930 USA** or post it online at www.TriumphSpitfire.com/Events.html

Spitfire and Triumph Clubs

North America

ALABAMA

South Alabama British Car Club
P.O. Box 180306, Mobile, AL

ALASKA

British Sports Cars Alaska
Anchorage Alaska, Ph: (907)345-3612,
laurence@alaska.net

ARIZONA

Desert Centre Triumph Register
6434 E. Corrine Dr., Scottsdale AZ 85254

Tucson Area
PO Box 5156, Tucson, AZ 85703-0156

ARKANSAS

British Motoring Club of Arkansas
PO Box 22865, Little Rock, AR 72221

CALIFORNIA

Central Coast British Car Club
PO Box 503, Ventura, CA 93002

Southern California
Triumph Owners Assoc.
7250 McCool Ave, Westchester, CA
90045

Triumph Register of Southern California
20929 Lassen St. #112, Chatsworth, CA
91311

Triumph Sports Car Club of San Diego
PO Box 84342, San Diego, CA
92138-0633

Triumph Travelers Sports Car Club
PO Box 60314, Sunnyvale, CA
94088-0314

COLORADO

Rocky Mountain Triumph Club
6821 S. Forest St., Littleton, CO 80122

Triumph Stag Register
210 Bass Circle, Lafayette, Colorado
80026-1811, Ph: 303-665-6040

CONNECTICUT

Connecticut Triumph Register
P.O. Box 521, Southington, CT 06489

FLORIDA

Central Florida Triumph Register
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Triumph Stag Club Austria
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A-2823 Pitten, Tel.: 02627/83735

TR-Register Austria
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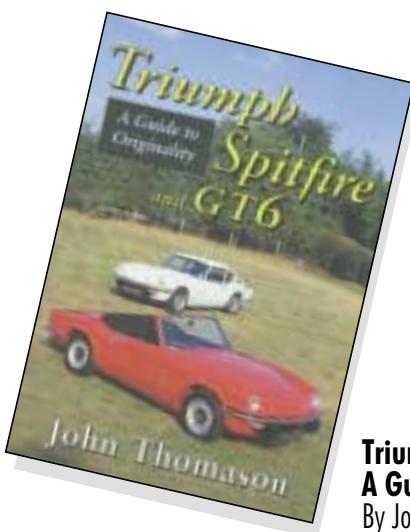
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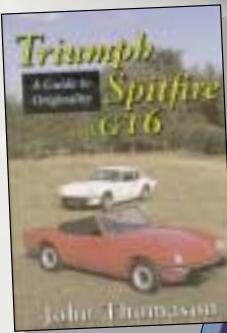
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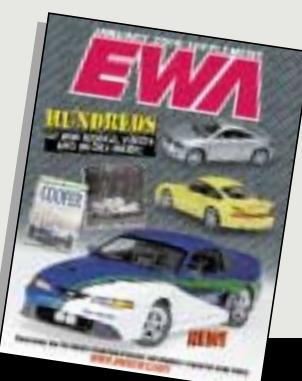
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