

SPITFIRE & GT6

VOLUME 2, ISSUE #2

MAGAZINE

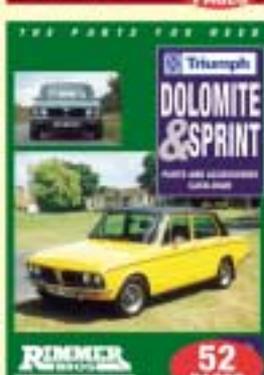
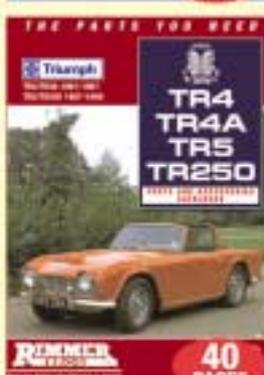
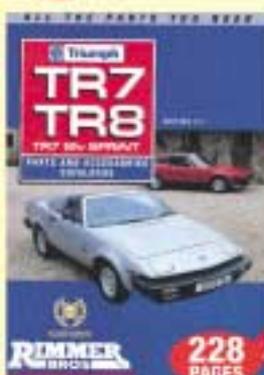
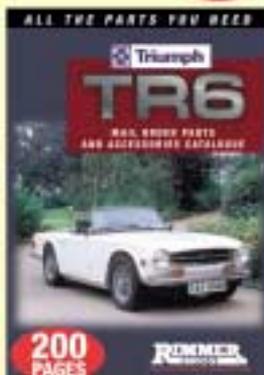
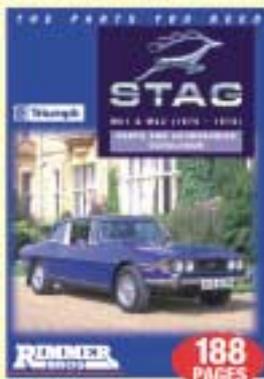
- North American Spitfire Squadron's First Annual "Spit-Together"
- Spitfire Magazine's GT6 Giveaway
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1973 GT6 owned by Jim Clark, Powell Tennessee

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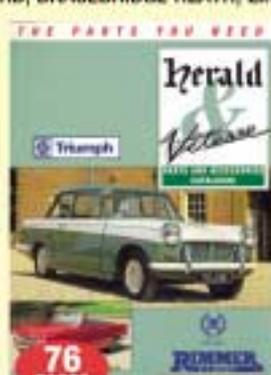
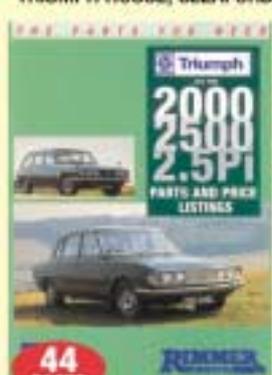
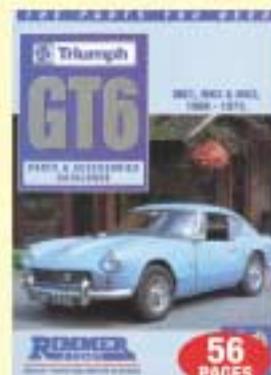
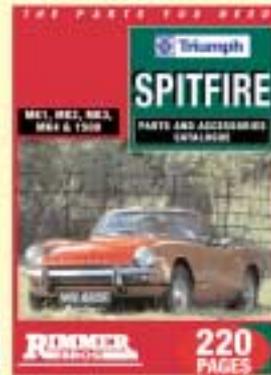
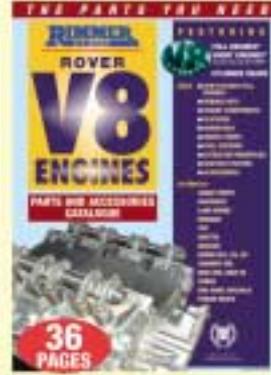
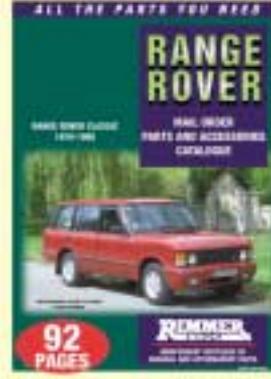
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from the editor

The tide is turning!

I received a call last week for a person wanting to subscribe to the magazine and went on to say she was a mailman (mail person). She went on to explain that just as she was about to put the magazine into the subscriber's mailbox, she noticed the title and was floored! Her husband has a Spitfire!

She grabbed her cell phone and ordered right then and there.

I received another phone call the very same day from a person saying the he just bought a Spitfire and was surprised by how cheap parts



Howard Baugues, me and Joe Guinan the day before the North American Spitfire Squadron's first "Spit-Together"

for his car were compared to the Mustangs he also owns. And his car got great mileage!

At the 4th of July parade (see page 34) people could be heard over the roar of Spitfire exhausts that they had "one of those" and even "I'm going to get mine out of the back of the garage after seeing these guys". In fact many followed us to the end of the parade route and

signed up for the Spitfire Club, a club they never knew existed a few minutes earlier.

Where am I going with this? I am really beginning to believe our cars are gaining "classic" status they have long deserved. Even other British Car enthusiasts who would have turned up their noses at our "bottom of the line" sports cars are changing their thinking. I cannot say whether it is because we are now driving the cars more than ever or the quality of restorations are getting higher. Have you been to a British Car show lately? Lowly Spitfires are being restored to levels of the big Healey's. One of the first things I was taught in advertising is "perception is reality". If we present our cars as lowly they will be lowly, If we present at a higher level, people perceive them to have high value. And not just the old enthusiasts. My business partner's 14 year old son Brett, after being dragged to a few car shows now not only can point out the Spitfires but can tell which Mark number and excitedly gives us a full report of who had the most original or best restoration. I have no doubt that he will be driving a Spit one day.

So get your Spitfire or GT6 out of the garage, drive it often, and share the pride of ownership with everyone!

John Goethert
editor

p.s. Thank you everyone who has sent in articles for this issue. And to those whose stories did not make it in time to get into this issue, they will appear in the next issue.

SPITFIRE & GT6

Volume 2, Issue 2

MAGAZINE

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CONTRIBUTING WRITERS

Howard Baugues
Malcolm Bird
Tom Broberg
Ken Bryant
Dan Cnaan
Bryan Dickson
Fred Griffiths
Joe Guinan
Atwell Haines
Susan Hensley
Mike Heron

Gregory Hertel
John Hobson
Ralph Jannelli
Mike A. Japp
Rick Korb
Doug Mitchell
Jim Muller
Murry Newton
Daniel Parrott
Harry Pearce
Andy Prevelig

Bill Rupert Raton
Keith Rice
Andre Rousseau
Ted Schumacher
Chris Schroeder
Stephan Sieberg
Bob Spruck
Daniel Stewart
Kenton Towner
Jeremy Whitehead
Bo Widerberg

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US ADVERTISING SALES

Tom Broberg
tom@magazinepublisher.com
1-800-487-3333 (US)

EUROPEAN ADVERTISING SALES

John Griffiths
johnyg4@hotmail.com
01249-464965 (England)

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It is not our intent to breach any copyright or offend anyone with this magazine only glorify Triumph name and their wonderful cars. This magazine is in no way affiliated with Triumph, Leyland Motor Corp. or BMW, although that would be nice!

Correspondents wanted for Spitfire & GT6 Magazine!

email Tom@TriumphSpitfire.com
for more information



To send anything Spitfire or GT6 related to
info@triumphspitfire.com

or

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





ELLIOTT GOES NATIONWIDE!

Hi!
I just got a call from Molly at Automobile Magazine and she said she used the picture of Elliott with the farm on the hill in the background! (I don't remember if I sent you that one or not.) I am thrilled, and I really appreciate your help in getting me in contact with her!

*Keep Triumphant,
Susan (Hensley)*

SWAPPING REBUTTALS

Dear John,
I just have to write to correct a few misconceptions voiced by reader Greg Perigo in your last issue.

First of all, I (and others like me) are not converting a Triumph to a V8 because we can't afford a Cobra or a Corvette. I don't want a Cobra or a Corvette. I want a Triumph. I want a Triumph with more power. I want a Triumph with a V8! I could buy a Corvette for less money that I have into my Triumph/V8 conversion.

Secondly, the Triumph in my garage is not "our" Triumph, it is "my" Triumph. Mr. Perigo's Triumph is perfectly safe in his garage - not even the most avid convertor amongst us is going to slip into his garage and convert his car without his consent. My car is another matter altogether. It's mine, and I'm free to do what I please with it.

Thirdly, these cars are not "precious and irreplaceable." As far as collectibles go, these cars are quite cheap and plentiful. There are plenty enough to satisfy the demands of both the restorer and the converter. Putting a V8 into a Triumph doesn't eliminate the car - it is still just as much there as if it had been restored. If there are 120,000 Triumphs when I start, there will still be 120,000 Triumphs when I'm finished.

Fourthly, the designers of

these cars were indeed on LSD when they designed them - "Limited Supply of Dollars." Had money been plentiful, and a market existed for them, I think it's safe to say these cars would have been designed quite differently than they were. I'm sure the designers would have liked nothing more than to have stuffed a lot more power into their creations.

Lastly, the fact that these cars were not designed with V8 power in mind is totally irrelevant. Whatever mods are required to support the additional power are part and parcel of the conversion process. Yes, if done poorly, a V8 conversion can be dangerous, but so can a poorly done restoration.

Just as I can understand (and support) Mr. Perigo's desire for originality, I would ask him to understand my desire for personalization. There is room in the hobby for both of us.

*Cheers,
Dan Masters
Tennessee*

We are all really enjoying reading the magazine and am looking forward to following issues. It is good to see you cater for everybody's taste, From mild to wild, from standard to quarter mile munchers. We can appreciate that some of the purists probably don't like the sight of some of the customizing work that goes on but rest assured that there are still a lot of us out here that enjoy seeing the imaginative and creative ideas and high level of quality and craftsmanship, not to mention love and dedication, poured into every machine featured. (especially the V8's, just love the V8's !!!

*Martin Smith
Colinda Dirkzwager
New Zealand.*

p.s. Can't wait to see the finished Spitcat.

SEND IT IN

Dear Sir,

I am a subscriber to your magazine and thoroughly enjoy it. Would you please send me infor-

mation on providing a story, I wrote a story with pictures about my 1978 Spitfire (a picture was in the last issue in the Arvada, CO show), and would like to submit it, however it is somewhat lengthy, but I feel it would be of interest to your readers.

If you would send me your requirements I would be more than happy to forward the story.

*Bill Rupert
Minnesota*

HIGH FLYING SPITFIRE

Hi John.

I just received this message this morning. I've yet to see the article so I thought you might get a kick out of Mr. Pearce's response to it. I certainly did.

*Cheers!
Greg (Hertel)*

Hi Greg,

Many thanks for the article in Spitfire & GT6 - I start my search for toy spits today - both types!

I have a Spitfire pilot - winged type - living only a mile from me so I see his machine regularly - such beauty, such elegance! Last year several Spits were at the B of B celebrations over here and he flew over with a friend in a sea-carrier version. Two Spits! Magic. The engine sounds are unmistakable!

I have recently acquired a red Mk IV Triumph Spitfire to re-live a part of my past. I owned one back in the 80s. Hence my subscription to the magazine. Now I want a GT6 to start my own "squadron"! I am threatening to stiffen a scarf with a straightened out coat hanger so I can throw it round my neck - as you described - and then it would always stick out at the back - even when stationery!

Incidentally, wearing a scarf that way was common back in the 1940s. It originates from Oxford and Cambridge undergraduates throwing their college scarfs casually around their necks that way. Of course, many of the pilots were 'varsity types' anyway.

One other bit of info. which you have probably been fed half a dozen times already is that where you mention 'Bingham Hill' you may mean 'Biggin' Hill RAF Station, in Kent, UK - or was it

called Bingham Hill in the film? All best wishes in all your areas of interest,

*Sincerely,
Harry Pearce (A teenager in 1940 - but still young at heart)
Gloucestershire, UK*

Hi John.

I received my copy of the magazine today and spent the evening reading through it cover to cover. BRAVO! Another excellent issue!

I'm amazed at all the submissions from all over the world. To see articles from the U.K. and photographs from Switzerland, Sweden, France, Wales and Australia - That's great. It's also great to see more advertising too. (I'm sure your accountants are happy to see that.)

Congratulations to you and your staff! You should all be very proud.

Hope you have a great inaugural event on July 3 & 4. Sounds like it will be great. Maybe some time I'll be able to make the pilgrimage down in my Spitfire... It would be a bit of a hike however, and I'd really have to plan for it way in advance. Last time I was down your way, my wife and I flew from Detroit to Nashville and then rented a car. We spent a couple of days in Nashville, moved on to Memphis for a couple of more days and then took Highway 61 down to New Orleans. (Yeeeah!) We also spent a couple of days in Vicksburg... It was a great roadtrip and the southern hospitality was indeed wonderful... Ah, the good old days B.C. - Before Children that is.

I've already started to prepare something for your next issue. The working title is "The Six Degrees of Tom's Spitfire"... I'll keep you posted. Good to know from your previous message when the next deadline is. I'll be sure to have it ready for you. I'm hoping to go to the VARAC event at Mosport June 30/July 1 and will certainly have my camera ready should there be any Spitfires there.

Thanks again for including my article in this edition!

*Cheers!
Greg*

Let us know what you think.

Address letters to: Spitfire Magazine, P.O. Box 30806, Knoxville, TN 37930-0806 or on the web at info@triumphspitfire.com

SHOCK CLARIFICATION

John,

In response to the letter from Charlie Brown, I wanted to the readers to get the basic understanding that any component or system has to be in good condition before any improvements can be made. I called a friend who was the racing director for Monroe shocks for many years. He made the comment that the airshock is a crutch. It will work but is not the "correct" solution. Background on the air shock: Monroe made an airlift device that went between the axle and the frame. They later decided to combine this with the shock and this became the air shock. The way it works is as Charlie described - a shock surrounded by an air filled "bag" as the load is increased, the air pressure in the bag resists being compressed and supports the load. This is well and good and will work in specific applications. It certainly works for Charlie.

However, it is not the method to fix a bad spring. The other thing we need to remember is the spring load is carried on stronger mounts than the shock load. With the air bag, you know have a spring load being carried by a lighter duty shock mount. I know Charlie and have read some of his tech comments. He does a good job, we just don't agree on this item.

Ted Schumacher

TS Imported Automotive

INSPIRATION

Hi John,

I just got your latest issue. Man I love this magazine.

I saw the Special Finds portion, so I will write you the story of how I found my car in a little more detail if you want.

I can't get past that guys garage. Nice to have money I guess.

Keep up the good work. So glad I ran across your magazine.

Regards,

Murray Newton

Director of Room

Operations

Ottawa Marriott

HELP

John,

In your last issue on page 65 you show a red Spit with a strip that I need. I repainted my daughter's 77 Spit and had to sand off the decal and she wants another one. Could you help me to locate someone that could help me purchase one? Hers was red-silver-blue and had "Spitfire" over the rear wheel. Any help would sure make me and my daughter happy!! Great magazine. My daughter has been taking pictures of us redoing her Spit and wants to put together an article to send to you. Thanks!

Randy & Marla Shepherd

MAGAZINE LETTERS

Hi Guys,

I love the magazine !!! Finally the small frame Triumphs get their due.

Here are a few pictures of my 72 Gt-6 that I have owned for the last eleven years . Started out as a \$100.00 wreck to a daily driver. Then it I restored it to show condition in 1996 . In 1998 started Autocrossing it . This car is very competitive in the St.Louis area in FSP autocross . It has impressed me so much that I am going to make the jump into E-production for 2002 and take it to the track .

Again great magazine

Thanks

Andrew and Susan Stark

St. Louis Mo.



John,

Thank you for having me as the Owner of the Month (it was really a month and a half). I do appreciate it and enjoyed showing my co-workers and people visiting my personal Spitfire website.

It was my first published article so I am happy. TriumphSpitfire.com is a great resource for owners of our mar-

que. I used the relays page and Tom's chart to fix the horn working with the center button which has not worked for two years.

I would like you to consider, if you have the webserver space, to keep previous owners of the month in a list with their story. I would like to be able to link to it from my personal Spitfire page.

For the Car Shows section, I can give you a report on my club's British Car show here on Pensacola Beach held April 21st. 1st place was won by a GT6 in the Spitfire/GT6 class. I won 3rd place. I have pictures of all the cars (since I am our webmaster) and they are up on our website.

So give me the word and I will work on an article and gather the pictures for it. And this time I'll ask my wife to proof-read it. :-)

Keep up the great work for many years to come!

Mike Japp

1977 Spitfire,

1969 GT6+

*Panhandle British Car Association, webmaster
Pensacola, FL*

John:

Just a note of thanks, perhaps all of our members do not own the same type of car, it is nice to have a publication that is willing to help the cause. I truly enjoy the mag. and your response whenever I've e-mailed you. Keep up the good work. And once again thank you.

*For the Lake Erie British Car Club
Stan (Fingerhut)*

John,

I just got Volume 2, Issue 1 of _Spitfire & GT6_ magazine. Continues to look good! Oh, and -- literally -- my check's in the mail for renewal.

Andrew Mace,

President,

Vintage Triumph Register

HELP!

I am sending this to you to ask for much needed assistance. My husband is out of control, his mind, his reasoning, his senses and space for more LBC's is going, going, gone!!

This weekend while attending the Champaign car show I saw a side of my husband that I had previously not

noticed or wanted to

see. *shaking head sadly* All he can think and talk about now is LBC's. He has begun to speak in another language using spelling instead of words...for

example...MGTB, MG4, MGBGT, LBC, etc... Then interspersed with those letters I could make out some mumbling about jags and mini's (and a few expletives mixed in). *tear drops on the keyboard in frustration* I began to worry when he spoke of moving the kids out and putting in a garage door to those two bedrooms. Then he started to talk to someone about getting a lift to raise the cars, in our 2 car garage that now has 3 cars and soon to be 4, so he can fit others in under them. But that was not the worst... when we returned home last night he asked for my measuring tape, I followed him and he went into our room and was measuring my side of the bed... mumbling something about just enough room for one more LBC or maybe a Triumph motorcycle or two. *eyes wide with horror* You must send HELP immediately to stop this crazy obsession. Email, make phone calls, show up at the door...anything...please!

Ginny B.

*Disclaimer: Any and all of the above information must be held in utmost confidentiality if any assistance to calm this situation will be successful!! If the above mentioned person should accidentally catch wind of this email.... I will claim innocence of any request for help and deny any collaboration attempts. I can assure that if that were to happen, with in approximately one year I will not be able to be found in the collection of Little British Cars that will over whelm our living space. *sniffles* and *a small brave smile from lost in LBC land**



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TRIUMPH SPITFIRE

Spitfire & GT6 'A Collector's Guide' by Graham Robson. In-depth information about Spit/GT6 models, racing history, and tech specs. 128 pgs. hardcover \$ 28

Guide to Originality by John Thomason. This book is a concourse Spitfire owner's/restorer's must have book.; 160 pgs, hardcover \$ 35

Triumph Spitfire by Michael Cook. Covering Triumph Spitfire & GT6 history; 144 pgs, \$ 22

62-80 Spitfire Gold Portfolio by Brooklands Books. Almost every magazine review of the Spitfire from Oct. 1966 to 1973, 180 pages \$ 24

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Book Review



GT6 Mk2 and GT6+ Factory Owner's Handbook

By British Leyland Corp., 64 pages, \$11, £7

There are times when you just don't need a workshop manual. One of those times is getting specific information about *your* car not GT6's in general. This little book is just perfect for that specific info.

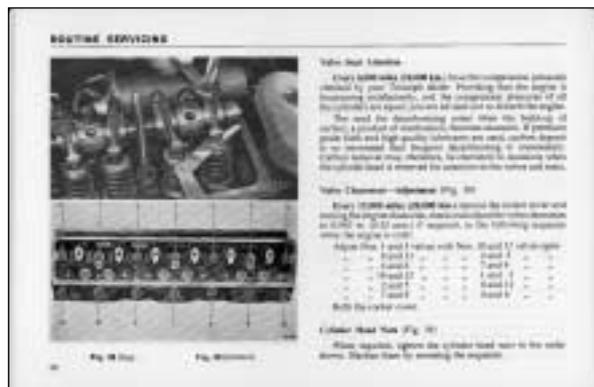
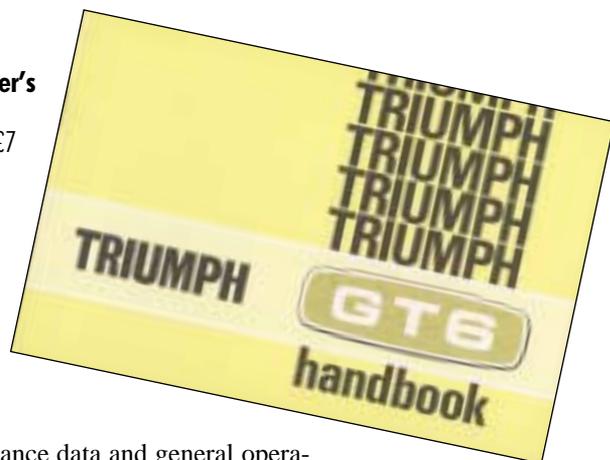
Containing mainly maintenance data and general operation of the car, this book is a reprint of the exact handbook that came with our cars from the factory. It contains lists and charts of such topics as car specifications (weight, length, etc.), electrical (wiring diagrams, bulbs, fuses), and other charts like recommended anti-freeze concentrations, lubrication summaries/brands.

It is interesting to read of a bygone era of auto ownership. In addition to the unheard of schedules to a modern car like renewing the oil filter every other oil change, the factory states that it recommends that the "brake system is overhauled and the fluid renewed every 36,000 miles or 3 years which ever comes first. This involves dismantling, examining and renewing all seals and defective items." The book recommends for a starter that won't engage to "remove it, and wash the starter drive in petrol."

Another surprising statement is that they say "the GT6 was designed to operate on fuel having minimum octane rating of 100". It is funny that they even give directions on how to use the ask tray: "Raise the flap for access".

The routine maintenance section lists such indepth operations as adjusting valves (every 12,000 miles) and synchronizing carburettors (Mk2's only), operations I would have assumed the dealer would have wanted to do. The book does recommend for GT6+'s that any area of the car that has any emissions associated with it be serviced by "an authorized dealer".

The Owner's Handbook is a great book for those that want a quick, specific tuning information or those that want to display it as part of the "concours" showcar package. ■



Spitfire Spotters

In the June 21, 2001 issue of *Automobile*, not only did their "Collectible Classic" section feature the MkIII Spitfire but a the MkIII of Susan Hensley, a regular contributor to Spitfire Magazine and the email lists.

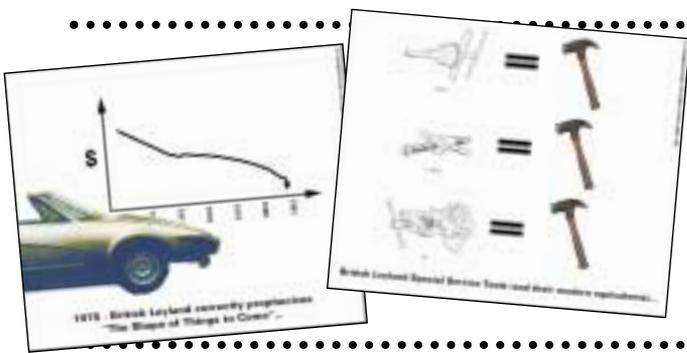
The article gives a generic overview of Spitfire history and a few general items to look for when buying.

Yet another example of others finding out what we have already known, to quote the writer; "Boring little runabout without a trace of sportiness now can outpace a Spitfire in a straight line but they can't come close to Michelloti's curves and all the traditional appeal of an open two-seater with a rorty exhaust note."



I was listening to my "Bonzo Dog Doo Dah Band" c.1968 - "The Bestiality Of" album and on track 17 - "Rhinocratic Oaths" and realized they mention a Triumph Spitfire! In the lyric: "Mrs. Finch, you've won the car contest; would you like a Triumph Spitfire or £3000 in cash?" he smiled. Mrs. Finch took the money."

-John Hobson



Trevor Boicey's "Utterly Obscure British Car Humour" website was mentioned in a recent AutoWeek Magazine: "With a Jaguar on the cover and a Mini in the Car Board, we couldn't resist passing along this bookmark recommended to us by Bill "Stroker Ace" Neeley: <http://www.brit.ca/~tboicey/comics.html> -Doug Mitchell

BRITISH MILES BECOMES A TV STAR!

British cars rarely get the respect and notoriety they deserve. So it was great to see that Action 6 news correspondent Don Polec in Mooresville, Pennsylvania took the time to report what we British Car lovers already knew: Little British Cars are a labor of love!

British Miles Restorations of Mooresville, Pennsylvania, host of restored and less-than-restored British cars, become the featured star for the day as the TV film footage features a many British Cars... some not in their most flattering state (rust). In this TV report Don interviewed owner Tom Zofchak as Tom showed off British Miles' skills at a vanishing art...restoring LBC's.

"A restored British car provides an experience that can not be bought in a modern car", Tom remarks. "The average British Car owner works on their vehicle all weekend to experience one day of driving."

The report ends with a quirky Don taking possession of a royal blue MGA and driving off into the sunset... leaving a trail of parts behind.

To view a complete quicktime video of Don Polec's Action 6 news story visit www.BritishMiles.com and can be reached by phone at 1-800-WeFixMG. ■





LBC'S AT LEMANS

This year MG and Bentley made an exciting showing at the 24 hours of LeMans.

Although they did not finish the race, the MG entrants stirred quite a few hearts. Entered in the LMP675 class, the MG EX257's were Lola bodied and featured a AER-developed two-litre turbo charged MG Rover engine.

"I'm very impressed with the car" said former Le Mans winner Mark Blundell. Blundell was one of the four out of six British drivers on the team. "I'm not making any predictions but I think we are going to surprise a few people," he said during testing.

"This is the most technically advanced sports car Lola has ever designed and built," said David Bowes, Managing Director, Lola Cars International. Although the final results were not ideal, much was learned by the team with big hopes for next year's event.

The Bentley Team fared far better. They finished 3th overall and 1st in class; a monumental task given the team's 71 year absence.

It will never reach its maximum potential velocity at Le Mans but even at top speed on the Mulsanne straight it developed downforce equivalent at least to having a Bentley Arnage bolted to the roof. As an even more graphic description of the aerodynamic efficiency of the design, the amount of downforce generated at just 150mph is sufficient theoretically to drive the EXP Speed 8 upside down.

And while other aspects of EXP Speed 8's performance remain closely guarded secrets, it can be revealed that the car is not only capable of developing in excess of 3G cornering power and a similar level of G under braking.

"Team Bentley" was bettered by the one, two finish of the Audi Team. This is the second year Audi has finished in top two positions.

CALIFORNIA BILL (AB 1390) TO DESTROY PRE-1970 CARS

In an attempt to reduce automobile emissions, a recent California bill (AB 1390) gives \$2,500 credit for buying a new or used car to anyone who turns in a pre-70's car. Sounds like a great idea, right? It will get rid of those polluting Impalas and Bonnevilles. But the vintage car hobby will be hurt by this law. Why try to sell your 69 Spitfire when you can turn it in and get \$2,500 in credit? Why sell it to someone for a \$1,000 or less when there is that big credit out there? Those of us who would never consider sending these cars to the crusher, the parts car you are about to sell might be going to someone only looking for a government sponsored "coupon".

This affects us all, not just those in the Golden State. All of you who will come to California to get a rust free car or want rust free body panels or parts are affected also. It is not unconceivable that people near the state border will pull cars from neighboring states for donor cars.

What to do? All the LBC owners in California should preferably snail mail (carries more weight with the suits) or e-mail your representative. Their addresses and e-mail addresses are very easy found at www.leginfo.ca.gov/yourleg.html. Enter your zip code to find your representative.



SHOWING OFF

We took these photos of license plates at recent car shows. Got a cool plate? Send it in!

- "SWINGRR" "JEZEBEL" "NO KIDS"
- "THUMZUP" "TOPLESS" "2SMAL43"
- "NOT A MG" "64 FIRE" "FUN42"
- "KERMIT" "LKSOIL" "QQ" (eyes)

"Idiots Behind the Wheel" Department

DUMB OWNER, POOR JETTA

This photo has been making the rounds on the internet and even though it is not LBC related, was so funny I had to share.

The person that sent it states that "the picture is real, not doctored in any way and was taken by my son. He is the transportation supervisor for a company that delivers building materials for 84 Lumber."



"The car is still running as can be witnessed by the exhaust. A women is either asleep or otherwise out of it in the front passenger seat. The guy driving was jogging up and down Rt. 925 in the background. The witnesses said their physical state was other than normal as the police just shook their heads in amazement. The driver finally came back after the police were starting to cut the twine around the load. They told him to get back until it was taken off!"

"The materials were loaded at Home Depot and their store manager had signed a waiver!"

"Both back tires were trashed. The back shocks were driven up through the floorboard. In the back seat, there were 10 bags, 80 lbs each of concrete. On the roof, there were many 2x4's, 4x4's, and OSL sheets of lumber. They estimated the load weight to be 3000 lbs."

"The car is a VW Jetta with Florida plates and the guy said he was headed for Annapolis, Maryland."

ANOTHER GERMAN CAR DRIVER PHOTO

This photo has also been making the rounds on the internet. The email from which it was attached plainly states... "woman driver, enough said."



POLICE CLOCK MOTORCYCLIST AT 160 MPH

CHICAGO- When officer Maurice Burks' radar gun registered 160 mph, his first reaction was disbelief. But a quick check of the device revealed that it was working properly.

Burks stopped Daemond Rogan, 32, May 16, 2001 and ticketed him for speeding in a 40 mph zone, which carries a fine of \$300-\$500.

After checking the radar gun, the police also contacted a Honda dealership to find out if the 1999 CBR 600F4 Rogan was driving would actually go that fast. They were told the top speed was 165.

In addition to speeding, Rogan was charged for running a red light and weaving. ■

Reader's Cars



Brad Richardson, Oregon USA, 1979 1500



Thomas Wolfe,
Alabama USA,
1974 Mk4

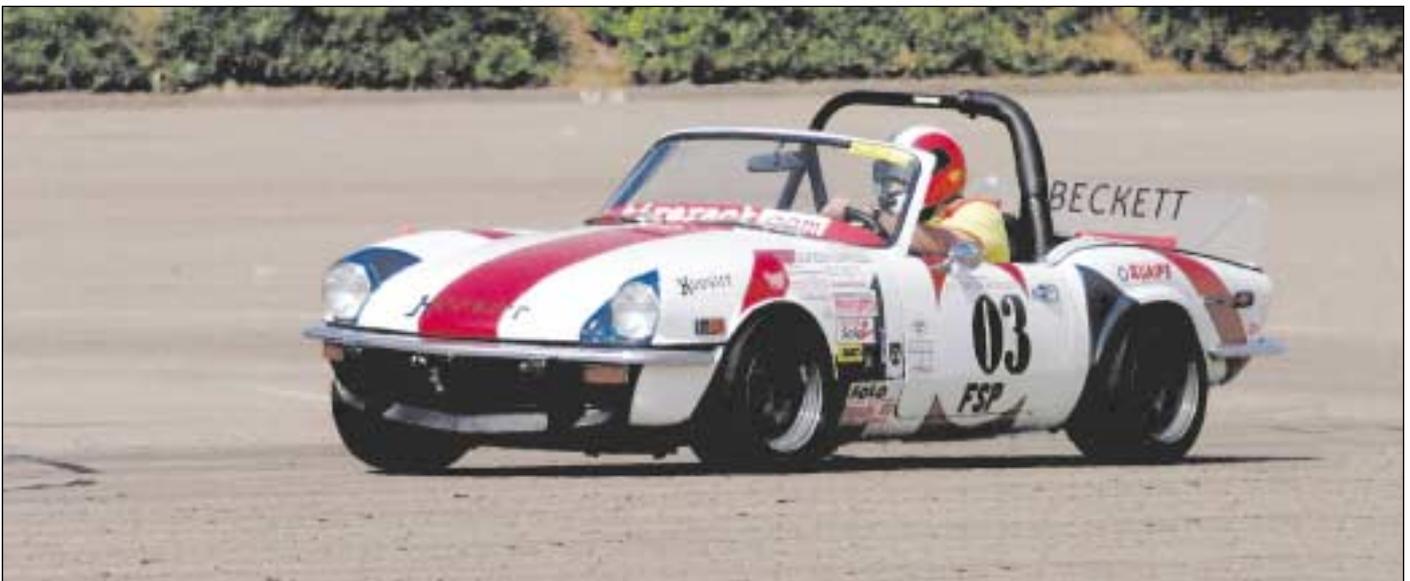


Jay D'Auria, Michigan, 1979 Spitfire

"As near as I can figure it had an engine fire at one time and the engine was replaced it is now running a 4 cylinder Mitsubishi. I also had to rebuild the wiring in the front of the car because it was not done properly at the time of the engine swap. The engine is just slightly large for the height of the bonnet so the black hood scoop was added. I purchased the car in Florida while on a Air Force reserve training mission and left it there until I could fly back and get it. I drove it through Chicago on my way home. If you ever want to know how really small a Spit is drive next to a tractor trailer truck for a while."



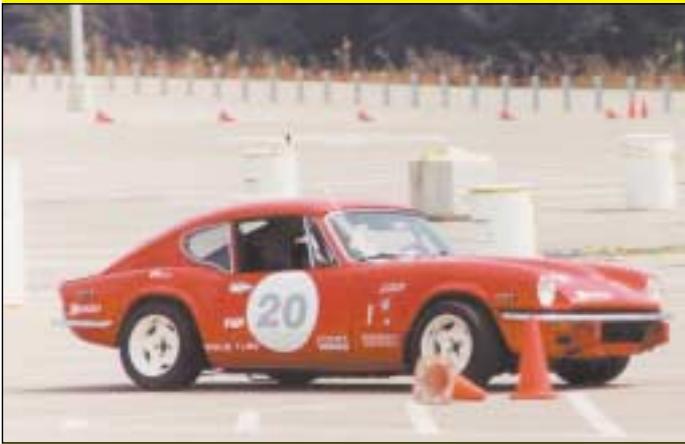
Michael & Babel, Austria, 1978 1500



Joe Beckett, California USA

"This is my '74 (with back dates to a '72 appearance). I campaign the car in SCCA Solo II in F Street Prepared. I've been driving the car for about 6 years locally and have now got it to a national level of preparation. I won the region championship in FSP in 2000. I also attended my first National Tour and National in Topeka in 2000. That year I was third at the San Diego Tour and finished thirteenth out of thirty-nine in Topeka. This year at the San Diego Tour I finished first and my son David finished a close second. My son's wife Shelley ran unopposed for the FSP Ladies trophy. So the car took home three trophies for the weekend! Not to bad! This year all three of us will be going to Topeka in an attempt to repeat our good luck at San Diego."

Andrew and Susan Stark, Missouri USA, 1972 Mk3 GT6



"You can see the front suspension and the chamber blocks I made. They are much stronger and stable than stacking up shims. They also distribute stress well. The only thing done to the engine is Triumph tune headers, Early heavy valve springs, electronic ignition, electric fuel pump and I removed the engine fan and replaced it with electric."



Michael Walk, Laupheim Germany, 1976 1500



Terrill Putman,
Michigan USA,
1976 1500



Michael Fowler, Missouri USA 1976 1500



Robert Hesselgrave, California, 1968 GT6+



Mike Moran,
California USA,
1973 Mk3 GT6

Reader's Cars



Ben Bacon, Kansas USA, 1979

"It started life as a 79 1500 Spitfire. It had been setting outside for 5 years prior to my purchase. It's a daily driver and is driven over 20,000 miles a year via a 120 miles per day commute. The paint is a bit rough but the mechanicals are near perfect. I've replaced or repaired every rotating part and bushing on the car. I currently have a 2 liter GT6 engine that I rebuilt, tranny and rear end installed in the car. The 2 liter engine helps out nicely with the highway driving. The hood bump (required for the 6 cylinder) was fabricated from a left and right rear lower valance patch panel and has a similar appearance to a gt6 bonnet and a low profile. Except for the paint and some minor body work left to be done, the car is in very good condition inside and out a first rate daily driver."

Chad Larsen,
Colorado USA,
1980 1500



Tustin Borg,
California, USA,
1967 Mk3



Tommy Mercks,
Tennessee USA,
1968 MkIII



Chris Young, Illinois, USA, 1980 1500

Stuart Cashmore, Leicester UK, 1980 1500





Terry Collins, East Yorkshire, UK, 1970 Mk2

Alex Bustos,
Quito
Ecuador,
1978 1500



Joey LaBranche, Louisiana USA, 1976 1500



Dave Mack, South Wales, UK, 1977 1500
"Here is a photo of my white 1500 Spitfire, registration number VOG 318 S, manufactured in August 1977. The car was an American Spec, although never exported, and was restored several years ago. It now lives in Newport, South Wales"



Bryan Dickson, Texas, USA, 1970 MK3

**To have your car featured in next issue
and on the triumphspitfire.com website,
e-mail us a LARGE jpeg to info@triumphspitfire.com
or mail to P.O. Box 30806, Knoxville, TN 37930**



Scott Sreptock, Michigan USA
My GT6+ belonged to my mother. We took it apart in 1978 or so to do a frame up restoration and it's almost done!!!! I'm hoping to have it on the road by fall. It was stored inside from the time we took it apart until about five years ago when I decided to go get it from my brothers house in Ft.Worth,Tx. I loaded all the parts and pieces up on a car trailer and back to Michigan it came. It has taken me the last five years and a little cash to get it to where it's at now, but the wait will be well worth it. I drove this car when I was young. It should be a little faster with all the engine work done.
My Spitfire I just saw sitting in someone's front yard for sale one day, stopped, test drove it, and bought it. I couldn't believe how well she drove. When he told me what he wanted for it I just said SOLD. The only things I've had to do to her in the last four years was a fuel pump, u-joints and electronic ignition.

It Pays to Have Insurance

BY MURRY NEWTON, ONTARIO CANADA



“My insurance broker asked me if I knew a good car mechanic. He was asking because one of his clients had stored his 75 Spitfire at another clients farm - the second client was asking to get it out of the barn as it was falling down.”

“I could not get under the car as it was sunk down to the floor boards in hardened mud. I paid \$1700 Canadian (about \$900 US) for the car which had not run in 4 - 5 years.”

“When I got it towed home I put the tires from my other Spitfire on it, sprayed it with a hose and it looked better than my daily driver. The body is in perfect shape - no filler I can find and the frame is perfect. All the parts are there - from the rad shroud to the inside the trunk tail-light covers. It even had the jack. Did I mention that I bought it from the first owner? No... well I did. It was originally Yellow - then Blue - now BRG.

I haven't been able to spend any time on it yet as I drive my 74 daily and it has been having a tough time this year but pretty soon I will give it the attention it has been waiting so long for. ■



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Front Dust Cap Set	\$7.00	Oil Pump Late Style	\$86.00
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Rear Wheel Bearing Kit Major	\$27.00	Rockershaft w/8 arms	\$110.00
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Rear Heavy duty Gas Shocks (2)	\$75.00	Top 71-80	\$179.00
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Body Mount Kit	\$35.00	Carpet Set Deluxe w/snaps	\$148.00
Brake Master 67-75 New	\$195.00	Door Panel Set (2)	\$84.00
Brake Master 76-80 New	\$215.00	Full Panel Kit 7-pc	\$248.00
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Stainless Exhaust Valve Set (4)	\$30.00		

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All Terrain Vehicle Substitute?

BY MALCOLM BIRD, ONTARIO CANADA

It's funny really. I never intended to buy a GT6. In fact, I was looking in the local ATV trader for an ATV for my brother and myself when I noticed a british sports car inexplicably advertised alongside Honda and Yamaha 4 wheelers. (Perhaps because they're almost the same size...?)

My interest was piqued. I had long harbored the desire to restore a car - but my tastes up to this point had been running along the lines of a 70's era AMX or Challenger. But there was something about the look of this thing called a GT6. I've always liked Jag XKE's and this car sort of looked like a mini XKE.....maybe I'd go and take a closer look. It wasn't far away. So on my next sales trip, I managed to swing through the town that it resided in for a look see.

The ad read - '1972 Triumph GT6 MK3 - needs minor electrical work, sold as is, have shop manual, etc.' All the warning signs for someone that buys used cars regularly - but I'd been coddled by years of driving new cars every 2-3 years. Minor electrical work - hah ! I sell stuff to the electrical trade, what could be so wrong ? And the engine, well it has all the easily recognizable parts up front & center - the engine, distributor, carb(s), coil, etc.... Easy to work on and dead simple compared to the cars I normally drive. I phoned the seller to ask a few more questions, and was told the car had been in storage for the last 12 years out west (no salt), that it had 5 new tires, a new muffler, dual (wow - that means two, right ?) carbs and a 4 speed manual. Heck - it sounded almost new.....! No point in asking about rust, or accidents - you probably wouldn't get a straight answer anyway, right?

Of course - this is all 20-20 hindsight - but looking back, it wouldn't have made any difference even if all these thoughts had occurred to me at the time. You see, the minute I spotted the GT6 parked at the curb as I slowly drove through the town looking for, I knew that I wanted it.

I did all the perfunctory checks. Knocked knowingly around door, rocker and 1/4 panels and more or less tried to keep all the various check points in mind that I had downloaded from the various GT6 sites since I read the ad. That should have been the clue. I was a GT6 expert by the time I got there. The problem was, I was validat-

ing all the positive points and studiously ignoring the negative ones. Motor: 6 cylinders present, runs too - bonus. Nice sound. Brakes work, wow - they had disc brakes back then, no obvious rust, shifter stiff but workable, hood hinges forward like a Jag - cool..... and so on. The more I walked around it - the less I could find wrong, and the more I could envisage myself driving it. Sound familiar?

I phoned the seller that evening and offered him a much less than he was asking (but not so low that I would jeopardize my chances) and eventually hung up as a new GT6 owner.

The following weekend, my brother, who had coincidentally found a Honda 4x4 ATV close to where I bought the GT6, and I drove up with his pickup and a flat bed trailer. We picked up his ATV first and then on to get my GT6. It was quite a sight - a 4x4 pickup with a bright yellow Honda ATV in the box towing a flat bed trailer with a bright red GT6 on it. We were all grins as envious heads swivelled around to watch us go by.

We got back without incident and I proceeded to take the car for a couple of brief laps around the block to show it of to my kids and wife before garaging it.. This was accompanied by horrendous banging and clanking from the rear which turned out to be the rear shocks mounts which had come adrift from the somewhat rusted (hidden by carpet) wheel arches.... Anyway, this came later and I was blithely unaware at the time of the various auto shop lessons soon to be visited on me.

After this brief tour, I parked the car in the garage and proceeded to take off the wheels and brakes to have a better look at things.

Have any of you ever rebuilt an old house...? Well, it was like that; I'll just pull this off and oh, I didn't realize that was so bad. Well, while I've got this far, I may as replace that too....Oh.....

Anyway, before I knew it, I was staring at the frame, which I had rationalized, was easier to work on with the body off. This part was certainly true as anyone that has ever had to replace u-joints or rear suspension components will testify. My wife thought I was nuts. I took what looked to be a perfectly good little sports car and gradually reduced it to the largest number of individual parts possible. ■

Off To The Races

BY JIM MULLER, MASSACHUSETTS USA

The trip idea started with a simple conversation:

"So how would you like to go to a race some weekend?" I asked my wife, Sharon.

"A race? What kind of race? Where?" she asked in response.

"Well, I was thinking we'd drive out to Lime Rock to see an SCCA regional."

"Uh, what is Lime Rock? What is an SCCA regional?"

You see, many years ago, long before we ever met, I drove sports cars. In fact, the first three cars I ever owned had more forward gears in the gearbox than cylinders in the engine. I hung out with other sports car guys and took part in various sports car club activities like rallies, autocrosses, that sort of thing. I worked as a corner worker for SCCA races, primarily at VIR and Summit Point, and once at Watkins Glen. (I never drove in a race though; I was always too busy and too short of cash.) But Sharon had never seen the more competitive side of sports cars despite the fact that we've been married for 23 years and owned a white Spitfire (named Percy) for 15. Oh, we had attended a Vintage Triumph Register convention once when it was held in a nearby city, and occasionally we'd go to an antique or all-British auto show, but that was the extent of her sports car awareness. So I explained how a race worked, or at least how it did long ago, and we made plans for an excursion out to Lime Rock. She still didn't know what to expect but was a good sport and willing to give it a go.

Lime Rock Park is a lovely road course in the Berkshire Mountains of northwestern Connecticut. I had never been there but I'd heard good things about it. And I had two ulterior motives for making the trip: I wanted to see what today's amateur racing looked like (maybe I'll finally get the chance to try it myself), and it seemed like a great trip for the Spitfire.

So we checked the Lime Rock Park website for their activity schedule and directions from the Boston area. It looked to be a 3 hour trip. The SCCA regional events were all two days, Friday

and Saturday. We considered going for a weekend but only the Saturday race days were open to the public. I guess Friday's were for practice and qualifying, open only to SCCA members. No problem, a 1-day trip would do just fine.

On Saturday morning Sharon prepared a small cooler with lunch and dinner while I loaded a pair of folding chairs, a tote bag with binoculars and stuff, and a blanket into the trunk. The weather was beautiful, not too hot though the sun was bright. At Sharon's request I raised the Spitfire's top and unzipped the back window. That's really the best way to travel on a sunny day, shaded from the sun and with all the wind you could ever want. Plus, you can stow stuff behind the seats just by dropping it down through the window! Finally, we did a mental check of everything we wanted to take, locked the doors on the house, and headed west on the Mass Pike.

The first hour or so was uneventful as we

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zipped along with traffic doing mostly 65 to 70 mph. I gotta' tell ya' though, other traffic is noisy! Especially big SUV's with oversize tires. Most drivers these days are so coddled by their luxury-car cocoons that they have no idea how much they disturb their surroundings. Sharon likes to listen to audio-books when we're driving a long distance but with the drone of our own engine and the throbbing of the top in the wind and buzz of our neighbors' tires, we couldn't understand much of the tape unless we turned it up uncomfortably loud. On the plus side though, Percy's little 1500 had no trouble keeping up with traffic. Interstate highways always make me thankful for having installed overdrive shortly after buying the car. Since long before I ever owned a Spitfire people have been saying to me "Spitfires are great highway cars." You know something? They're right! We already knew this, of course, but we re-discover it on every long trip.

After an hour of boring highway the driving got more interesting. Most of the traffic turned off on I-84 toward New York City and the less crowded road also became hilly. Central New England is quite scenic. We zipped across the Connecticut River, surely a formidable obstacle to travellers before bridges were invented. The Westfield River crossing is memorable too. Its high bridge affords a nice view of the narrow valley to the north where the river drains off the eastern slope of the Berkshires. The view is hard to see over the guardrail though when you're seated so close to the ground!

Just past the Westfield River the Mass Pike starts climbing steeply. In fact, it's a 15-mile-long grade up to the Blandfield service plaza, with a slow-vehicle lane for trucks and less-capable cars. Our little Spitfire took the whole thing in stride, even passing a few 4-wheel vehicles having trouble with gravity. Our engine did indulge in a bit of ping (or if you prefer, "pinking"). Hmm, I wonder if our gas quality has been deteriorating. Percy has a Lucas CEI distributor and its timing has never budged a single degree since I've owned it. Maybe the centrifugal-advance springs are weakening. Mental

note for when we get home: Pull out the timing light and start experimenting. Still, we had no trouble going up the grade.

Finally we left the Mass Pike for Rt 7, a gorgeous 2-lane highway running mostly through the Housatonic River valley. We passed through picturesque towns like Stockbridge, Great Barrington, Sheffield, Ashley Falls, sometimes touristy, sometimes academic, sometimes "local". Eventually (at last!) we found Canaan and entered Connecticut. Percy relished the remaining 10 miles or so into Lime Rock. We tasted it all, winding country lanes, open fields with views of the surrounding hills, closed-in woods, perfect for a Spitfire. The entrance to the racetrack came up so quickly that we skipped right on past. No problem. Percy's 24 ft turning circle let us hang a U-turn with ease.

The race was interesting but I didn't recognize many of the cars or the classes. We did see a GT6, a few Spitfires and MGB's, and even a Bugeye Sprite. Formula cars go fast but aren't really sports cars. Silhouette cars on tube frames don't interest me - what's the point of giving a car the vague shape of some production car when its performance depends on the very non-production stuff underneath? Why not just build a Sports Racer in the first place? Shucks, it's hard enough to recognize real production cars with the bumpers removed, the lights taped up, the fenders flared, and the sheetmetal repaired a zillion times from the scars of previous races! Of course, you could argue that production racers are pretty far removed from their streetable cousins too.

The most interesting race of the day was a class identified in the programme as Spec Racer Ford. All the cars were alike (or at least they were supposed to be!), so driver skill should determine the winner. Sharon called them "cookie-cutter" cars, all the same shape but with wildly different colors. A few drivers (or perhaps their cars) were decidedly faster than the pack. Two of them fought a lead-swapping race for a dozen laps until one driver got a bit too aggressive and spun out. Then a third driver came up to challenge the leader again. It was great!

When the last race was over we packed our

gear back into Percy for the trip home, but this time we lowered the top. The sun had dropped down in the sky and by the time we arrived home it would gone. Might as well enjoy the full rag-top experience. We headed north up Rt 7 with the sun on our left playing hide-and-seek through the trees. At one point we passed a beautiful red TR4 going the opposite way - quick wave before they disappeared behind us. Rt 7 was invented for Triumphs. Or maybe it was the other way around.

Before we hit the Mass Pike we stopped for gas and put on jackets in preparation for evening. The traffic had thinned out through all the little towns so the run north went by quickly. As we came up to the Mass Pike entrance we fell in behind a van towing a trailer carrying a Mini. I said to Sharon "I'll betcha' we saw that car racing a few hours ago." Sure enough, when we pulled around the curving ramp we could see the number on the door. Climbing the Berkshires again out on the Mass Pike we pulled around the van as it struggled up a steep hill. The driver gave us a wave of acknowledgement, one member to another in the fellowship of British-car owners.

The trip home was uneventful. For a few moments we watched a hawk soaring overhead. Eventually the sun fell behind us and the temperature fell in sympathy. Then Sharon watched the stars. We kept an eye on the van towing Mini until traffic and a divergence of routes forced us apart closer to home.

When we finally left the Mass Pike I asked the attendant at the toll booth if we could get a small-car discount. She said the car was cute but no, we couldn't get a discount. (I can't say I was surprised! Hey, it was worth a try.) Eventually we arrived home safe and happy. As for Percy, he got 37 mpg and was happy as a clam. He could use a bath to clean the bugs off his nose and windshield but otherwise he's ready to go again. Come to think of it, so are we! ■



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My Long-Lost Wedge

BY BO WIDERBERG, FLORIDA USA



Like many of us, my first car was a Triumph. It was a 1976 Triumph; a bright, gleaming TR7 which seemed to beg to be driven often and hard. Actually, it was more faded than bright and gleaming, and actually blew a head gasket after only two weeks on the road. So she wasn't driven much. But, man, while my Wedge languished at the shop, I sure imagined myself piloting her through miles of winding country roads.

I was 15 years old in 1987 when my father spotted her on a display ramp at a local Buy Here Pay Here used car dealership. He instantly recognized the marque from his youth, and I instantly recognized a really cool looking sports car. And a pretty exotic one at that (to me at least). My mother, of course, wasn't all that excited about the car. But with some persistence, my father and I won her over and with only a little haggling we bought my first Triumph. She DID make it home. And even around the block a few times.

But then she had that head gasket issue, as well as some sort of a transmission issue, a buttugly interior issue, a cracked and faded paint issue, and eventually a young kid losing interest issue. My father, too, eventually lost interest in

resurrecting the old girl as he and my mother opened a small restaurant which grew to take up all their time. The TR7 was retired to the garage, and eventually relocated to a new garage when we moved across town. In the end, she was towed away to a wrecker...er...automotive recycler. An inglorious end it was.

By this time, I'd all but forgotten about the TR7 darting through twisty, tight corners and over long country roads, about my British sports car fan-

tasies, and about all the things that made me fall in love with the Triumph to begin with. She was gone, and in her absence I bought a Nissan Pulsar which was, or so I thought, a much better car all around. And over the next 12 or 13 years, I went through a small fleet of similar cars. They ran well, they were all reliable. But none of these cars really touched me as deeply as my Triumph had.

I eventually graduated from high school, went on to college, graduated from college, got married, and started my grudging climb up the corporate ladder. With the family and career on track, I slowly began to miss my Triumph. A lot. I had everything else I wanted in life, but I really missed that car. I couldn't say I regretted selling my old Triumph, because I'd never actually sold her. What I could say I regretted was the opportunity that I'd squandered as a young kid more interested in instant gratification than history, tradition, and character. Eventually, I decided that I had to get another Triumph. Now was the time. I was ready. The only issue then was actually finding a car.

After many months of looking in the Auto Trader, every local newspaper from coast to coast



good she looked and how well she ran. After a quick test drive and a good looking-over, I gave the owner a deposit check and we shook to seal the deal. The car didn't have a license plate, so we made arrangements for the owner to deliver the car to me on a trailer the following Saturday. I was beaming! After all these years, I had a Triumph again.

Now, almost six months later, I'm well on my way to restoring the Spitfire. The

(of Florida, anyway), and dozens of websites, I finally found my car. It was located in Orlando, only an hour or so away from me. The owner stated it was a one-owner car, having belonged to his mother until recently when she had passed away and left it to him. It had a new top, decent interior, decent paint, and was in running and all around pretty good condition. It was a 1976 Triumph Spitfire 1500. Not a TR7, but in fact even better, I thought. And a 1976, just like my long-lost Wedge.

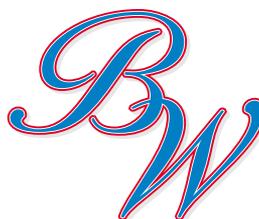
I quickly told my wife about the car and, although she wasn't very impressed, we made plans to drive over and see it that weekend. The seller didn't know it, but I'd already prepared myself to buy the Spitfire sight unseen. Not the best attitude to have when shopping for a car, but I didn't care. And this wasn't just a car, it was a dream finally being fulfilled. I knew the car wasn't in the best of shape from the seller's description on the phone, but I was looking for a restoration project and, after months of looking, I was eager to get something besides plans into the garage. The details would work themselves out once I had the car.

We arrived at the owners apartment complex that Saturday and as soon as I saw the Spitfire sitting in its parking space under a tall Oak tree, I knew this was my car. She was red with a black interior, changed from her original Tahiti Blue with tan interior, and in better condition than I had anticipated. I was actually surprised at how

pleasure this car has already afforded me, and the countless hours of motoring fun that I look forward to in the future, has motivated me to give something back to her, to restore her to her original condition. It's the least I can do. It will be another year or two before all the work is done, but I'm having more fun restoring the car than I ever imagined I would. Who would have thought that cleaning grime from little cracks and crevices with a toothbrush for hours on end could be so fulfilling? An even better feeling will be when the restoration is complete, the Spitfire is as good as new, and ready for another 25 years of fun in the sun.

This is one Triumph that's not going to go to the wrecker, or anywhere else for that matter. ■

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How I Glorified My GT6 in Film!

BY MIKE HERON, ONTARIO CANADA

While reading the newspaper-classified section of the Montreal Gazette way back in 1979, I noticed an ad from a movie production company looking for British cars. The ad stated that a company called Mullberry Square Productions was looking for owners of British cars for a movie they were making. As I was the owner of a 1973 GT6 Mk-III, I gave the ad some consideration. A few days later I called and agreed to sign on as an extra with my car for \$65.00 per day.

The days started at 5 AM and went until 7

"I JAM ON THE BRAKES COMING TO A RAPID SCREECHING HALT MISSING THE BELOVED MUTT (BENJI) BY LESS THAN TWO FEET"

or 8 PM, but the pay was decent, the work was easy, they fed us well and we got to play movie star for a few days. The movie was Oh Heavenly Dog and starred Chevy Chase, Jane Seymour, Omar Sharif & Benji the dog. It was set in London England, but most of the scenes were filmed in Montreal Quebec, Canada.

In the opening two minutes of the movie, Chevy Chase is unsuccessfully trying to hail a cab in the pouring rain. If you look closely, after the cabbie kicks him out he walks through the traffic eventually strolling past a magnificent brown GT6 with it's wipers working overtime, that would be me. That scene



took over 7 hours to shoot on a rainless Montreal Day. They got their rain by attaching a bunch of fire hoses to streetlights. As miserable as the scene was for all of us in cars, the poor guy next to me was on a motorcycle and he kept trying to talk me in to trading places with him.

My next big scene was a simple drive by and it only took 3 takes. The first take wasn't good enough for some reason so on to the next take as I'm driving by the building the scene is focused on, Benji runs out right in front of me!!! Being a dog lover, I jam on the brakes coming to a rapid screeching halt missing the beloved mutt by less than two feet. Next thing I know, the director, Joe Camp is yelling cut! He walks up to me and starts screaming "Why did you stop, you've ruined the scene?" Baffled I just looked at him and said "Hey, if I hadn't stopped you'd be looking for a new star about now". He just turned and walked away and we did the scene again. Third time was a charm. The bonus of this scene was that my GT6 would end up full screen all by itself for about 3 seconds in the final cut of the movie.

About a year later I had forgotten all about Oh Heavenly Dog. I was at a drive in theatre with some friends watching a movie on one of the three screens, when I glance over at one of the other screens and there's my GT6 driving by full screen in all it's glory. Anyway, that's my story of how I tried to glorify GT6's in film. ■

The Story of El Pajarito Loco

BY BILL RUPERT RATON, NEW MEXICO USA

To tell the story of El Pajarito Loco I need to start back in the mid sixties. Growing up on a farm in upstate New York is not necessarily the ideal situation to acquire a love for foreign cars except that two things came together to put me on the road to enlightenment.

I played high school football (sorry Al Bundy you're not the only one) and since the activity bus didn't go up our road after practice I was left to my own devices to go the five miles home. There is not much traffic on a country road so leg power was the usual method made mentally less painful by considering it "training". If the gods were favorable and the stars in proper alignment an occasional car would go by, and though most wouldn't stop, there was one, who if he happened by, would. He lived two miles from our house but even if I only got to ride a mile with him I was in hog heaven; He owned a bright red Triumph TR-4, just the vehicle to give a knuckleheaded teenager a major rush.

The second thing was my grandfather. He was a laborer for a division of Cornell University, but every weekend during the summer he and my grandmother would drive the forty some odd miles down Seneca Lake to put in time as auxiliary sheriff's officers for the Schuyler County Sheriffs office. This in itself is not necessarily noteworthy until you consider that in Schuyler County is Watkins Glen, home of a Grand Prix race track. This is how my grandfather put in his auxiliary time, managing daytime law enforcement at the track. My earliest memories of him are his talking about the races, but as a young kid, who paid attention? Then came my high school years. In some respects I was a typical teen (except for the fact that I didn't have a drivers license till the end of my senior year), always broke and looking for a way to get off the farm. Along comes my grandfather, he offers me a chance to work security at the track on race days. The fact that I was under aged, untrained, inexperienced and probably a danger to society in general didn't occur to me, the thought of wearing a badge and a billy club blinded me! To this day I don't know how he pulled this off but it is actually a moot point now, the importance to this story is that I got to "rub shoulders" with some of the major drivers of the day like Graham

Hill, Ritchie Ginther, Jackie Stewart and Jack Brabham. At the evening parties in town my grandfather would intro-

duce me to these "stars", in my mind we became friends, but in reality they were probably thinking, "Get away from me kid, you bother me". On race days I was put in the paddock area, a secure area that protected the public and I would spend most of my time slobbering on the cars, everything from formulas to production models. I even carried a "goober rag" with me so I could wipe the drool off the cars before I moved on to the next one. In the few years I worked there I acquired a deep affection for European cars and could spit out specifications on demand. In my senior year, when I finally got my drivers license, my freedom and a life I came close to my passion of owning a sporty foreign car by purchasing my first vehicle for \$75.00, a "very" used Fiat 1100. It looked like a pregnant shoebox and ran on maybe two of four cylinders but to me it was a Porsche.

Much of this came to a screeching halt after graduation when I moved to Colorado to attend college, again without a car and using leg power to get around. Following the norm for my generation, career, marriage and children put my foreign car aspirations on hold for a "few" years, just waiting for opportunity to smile on me.

Opportunity, being fickle, only grinned on me in 1985 when I heard about a 1978 Triumph Spitfire for sale in town. At the time my oldest daughter was thirteen and an idea was taking shape that would kill two birds with one stone, the end results, in retrospect, was a lot of dead birds. After discussing the idea with my wife, we decided if the car was decent, to help our daughter Jennifer buy it, and in the less than a year when





she gets her license, we'll have had time to get it in reliable shape. Having been away from English cars too long, I had forgotten that "Triumph" and "reliable" are a contradiction in terms!

Without Jennifer knowing our plan, we took her with us to check out the car. She appeared almost bored as we looked over the yellow car. There were some minor problems, the top was torn, the paint and upholstery was fair, but most disturbing was the engine knock.

When we got home we sat down at the kitchen table to discuss what we had just seen, I asked Jenn what she thought and she gave a half hearted, "it's OK." Now it was time to drop the bomb, we asked, "How would you like to own it?" It took a few seconds for the question to sink in, but when she did a double take, her eyes got real big and her chin hit the table with about a six on the Richter scale. After the initial shock wore off and she started thinking clearly (another contradiction in terms for a thirteen year old), the ultimate question came out, "where am I going to get the money to buy a car?" We had already anticipated the question though we didn't expect it so quick, and said, "You can go to the bank and apply for a loan." Again the puzzled look, we could see the gears turning, to which she replied, "but I don't have a job!" We could see the mixed emotions in her face, anticipation because she wanted the car in the worst way, but fear that one of her questions would bring up a reason why she couldn't get it. Our response was, "We'll go to the bank the day after tomorrow and talk to a loan officer and see what we can work out." Then she hit us with, "What about a down payment?" This one we hadn't anticipated, how did she know about a down payment, but we just repeated the previous answer, "We'll talk to the bank and see what we can work out."

The fact that I had to work the next day gave me some extra "conniving" time I needed; I left

work and went to the bank to talk to the loan officer. I asked for an officer I knew by the name of Rick Trice, I explained to him that we were trying to teach Jenn about responsibility and that I would co-sign a note for her but I didn't want her to know it, we wanted her to think she did this herself and that the responsibility was all on her shoulders. After explaining the whole plan he said he understood what we were trying to accomplish and would be more than happy to work with us. He gave me some loan papers to fill out so they would be on file and hopefully Jenn would have no idea. The next day we all trudged down to the bank and asked to see a loan officer, as we waited in the lobby we could almost hear Jenn's knees knocking together. We watched her out the corner of our eyes and we could see the flood of emotions in her face, elation, fear and anticipation; this man she was about to meet was either a messiah who was going to give her freedom or a monster who was going to dash her hope of owning a car. We didn't have a long wait before Rick came over to where we were sitting, shook our hands, then looked at Jenn and said, "I hear you want to buy a car?" Now Rick was young and a very imposing person, relatively tall with a husky build and a full beard, very active in his church and community affairs. To those of us who know him he is a teddy bear who would give you the shirt off his back, but imagine how he appeared to a thirteen year old who stood less than five feet tall. To her he was a grizzly in January with insomnia. She couldn't even have an eye-to-eye conversation with him, it was more like eye to belt buckle! I think if Jenn could have crawled under the pattern in the carpet she would have! In his deep authoritative voice Rick told her "follow me", and turned towards his office with Jenn following like a whipped puppy dog while her mother and I stayed in the lobby.

Rick's office had glass partitions so we could watch as he explained the loan process and responsibilities to her, him behind a large desk and her in front of the desk hunkered down in a chair that seemed five sizes too large. Every so often, to make a point, Rick would point his finger at her and each time she would wilt a little lower in the cushions. After what must have seemed like an eternity to her they came out of the office and Rick gave her the loan papers telling her to bring them back as soon as she had them filled out, then as he shook her hand he turned and gave us a wink.

As soon as we got home Jenn busied herself at the task of filling out the papers with the multitude of questions that go along with it for a first timer. Then came the question she just knew was going to kill the whole deal, "where am I going to get the down payment?" The sale price for the car was \$1000.00, if she could get a loan for \$600.00 I would come up with \$400.00 and be a part owner of the car. She was OK with this arrangement and completed the forms, since it was still early and she was antsy, we delivered them to the bank and she settled in to await an answer. It wasn't long in coming, Rick called the next morning to say the loan was approved, \$600.00 over eighteen months secured on a babysitting job, and she could pick up the check anytime. There was no describing Jenn that evening, it was a combination of "How did I do this?" "Why did I do this?", "Did I do the right thing?"

The next day after Jenn got home from school, I had made arrangements with the seller to meet us at the bank to complete the sale and sign the dizzying array of forms. For Jenn it was total confusion, all the papers were placed in front of her one by one with the explanation "sign here" or "sign there", not really knowing why, only that this would lead to the little yellow car. The formalities done, the seller had his money and all Jenn wanted to do was go sit in her new car and take it home when she got blindsided by Rick's secretary Yvonne, who knew about the plot, "we'll call you in about a week so you can pick up your payment book." Jenn gave her a disturbed look with her head cocked a little and she knew she had to explain what a payment book was.

Now, finally finished and excitement so thick you could cut it with a knife we were standing by our new car getting ready for our first cruise. In our everyday car she would throw herself in like a sack of potatoes and slam the door so hard the fillings in your teeth would rattle, now she slides in gingerly as though it would break under her eighty pounds and gently closes the door without rattling a window. Even though it was winter we couldn't go for a respectable cruise without putting the top down, so I'm not sure if the shaking was from the cold or the excitement, but we took the looonng way home, for me it was a chance to get a feel for the condition of the car and rekindle my love for foreign cars, for Jenn it was pride in her new car and of course, try to find some of her friends and show off just a little.

Against her wishes to continue cruising we

went home and as soon as we thawed out we sat down at the kitchen table for a big family meeting. We wanted her to understand in no uncertain terms that there were rules and responsibilities attached to the car and we were determined to enforce them. I was a Lieutenant with the fire department / ambulance and the thought of my daughter driving scared me to death. Jenn was very familiar with my job, was involved in classes that I taught and would spend hours putting on grotesque makeup to play the victim in scenarios I would stage, so my hope was that these visions would stay in her mind when she was driving. We gave her the usual rules, you will help with the chores around the house, you will give your younger sister rides, not go flying down the road and kick her out to see how high she bounces, actual rides from point A to point B. Then we gave her the car rules, even though it would be about nine months before she could get her license, absolutely no one else was to drive the car, if she ever got a ticket we would take her license away for six months and if she ever got into an accident we would lock her in the closet till she was thirty five! One main point we had to agree on was parts and repairs and we decided the parts would be 50 / 50 and for the most part she would do the repairs with me supervising. My rationale was that she would gain a general understanding of how the car works so if ever there was a problem she may be able to handle it herself, and if not would at least know enough not to let her friends touch it. British cars are basically simple but require some special techniques to work on them. One of my biggest fears goes back to an old AAMCO commercial where a driver pulls into a remote country garage with transmission problems and a Gomer mechanic comes out and says, "Gee I always wanted to work on one of those."

So we started the work of getting the "Spit" fixed up for the day when Jenn could drive solo. The engine knock turned out to be a bad fan clutch and Jenn learned a major shade tree mechanic axiom; a car will only break down in the winter and will need to be fixed on the coldest day of the year. We needed a machine shop to press off the old clutch and press on the new one but Jenn pulled and replaced the water pump, in the snow with an extra pair of long handles just like a professional shade tree mechanic!

About a week after signing the papers, Yvonne called to say the payment book was in so as soon as Jenn got home from school we took her

to the bank, in the Spit, to pick it up. Feeling confident and grown up she marched right over to Yvonne's desk, pulled up a chair and sat down. Thinking it was just a matter of picking up the book she got a shock when Yvonne gave her a special talk about the responsibility of not missing a payment and making the payments on time. When that was complete she guided her through the procedure of making a payment. She explained how to pull the statement out of the book then she walked her over to the teller window and explained how to make the actual payment. We could hardly contain ourselves imagining what it would be like being the teller. Here's Jenn not five feet tall, too short to look directly into the teller's window, reaching over her head to place the stub on the counter. The teller probably could only see the top of her head and her hand, it must have appeared like Cousin It from the Addams Family was making a payment! While there she had mentioned to Yvonne that we drove to the bank in the Spit, so, of course, she wanted to see it. Yvonne should get an award for stroking egos, she had Jenn puffing her chest out so far I thought she was going to put somebody's eye out from the popping buttons, that made Jenn's day.

Over the next several months we did quite a bit of work on the car and got it in driveable shape. When the time came we got Jenn her permit and started the task of teaching her to drive, then the day came for her to take the drivers test. She took it in the Spit and it was a sight to behold, she was propped up on a pillow because she wasn't tall enough to reach the pedals or see over the dash, the top was down as she pulled away from the curb with a policeman in the passengers seat. As we waited for her to finish I think we were more nervous than she was, all I could think was, "Don't go too fast, come to a complete stop, pay attention to the signs and don't grind the gears." As she came around the corner at the end it almost looked like the car had no driver as her head barely showed over the dash, but there were no new scratches on the car and the policeman was a normal shade of pink and not white, so she must have done OK, or did she? As Jenn fidgeted and watched the policeman make marks on the check sheet we could tell she thought she'd failed, then came the verdict, she passed. Once we got her breathing again the first words she uttered were, "Now, can I go cruising?"

Ever since we'd gotten the car I noticed that Jenn was gone most evenings and was thinking

that she was out goofing off with friends and neglecting her school work (but then school never was one of her priorities). I was getting ready to point this out to her one day when she came up to me and said she was on her way to the bank to pay off the car and asked how to do it. Now it was my turn to do the double take and said, "What do you mean pay off the car, it's only been ten months?" After she signed the note for the car she jumped head first into babysitting and built up a major clientele, her reputation was so well known that people were almost fighting for her services. Many, when they found out why she was working so hard would pay a little extra, she became a little miser and in so doing was able to pay off the bank eight months early. With that I had to swallow my suspicions and tell her how proud we were of her.

The succeeding years were fairly uneventful, the car was taking shape, Jenn was working hard to buy gas, but then in her junior year the family was torn apart by a divorce. I didn't see as much of Jenn as I wanted, but I would see her driving through town occasionally, and the car was in one piece. Amazingly the Spit held up real well during this period and what repairs were needed Jenn was able to do herself. After graduation Jenn decided to go to an area junior college and was now becoming a Mustang fan, and trying to figure out how to get one and still hang on to the Spit. She found a well used Mustang and even though I pointed out what terrible shape it was in she bought it anyway. It was a disaster and I believe she learned a big lesson before she finally unloaded it.

In time we did find her a reliable travel car but the price was higher than she anticipated so against everything she held dear she resigned herself to the fact that she had to sell the Spit to come up with a down payment. Part of our original agreement was that if either party decided to sell their part, the other owner would be given first choice. I hated to do it but I offered her \$500.00 for her share. She gave me a sheepish look and said, "But I have \$600.00 in it." This car was a learning experience from day one and I now had to give her a lesson on honoring her word. We agreed that all parts would be split 50 / 50 and I had in my hand a stack of parts receipts for about \$500 that I paid for myself. We could do one of two things, she could pay me \$250 for her share of the parts and I would pay her \$600.00 for the car or I would pay her \$500.00 for the car and cancel

out the parts bill! It was a bitter pill for her to swallow but I hoped the lesson was more valuable, and looking back, the lesson was learned well.

Now the car was mine, the place where I was living had a large garage and I was looking forward to working on the Spit and doing some cruising of my own. When she delivered it I wish I'd had a carload of Kleenex, this had to be one of the hardest things she'd done in her short life, but I also suspect some theatrics were put into play hoping I would say something like, "You can still drive it whenever you want." When she realized this wasn't going to happen she gave the car a "last loving look" and went on her way. The next day I'd set aside to go completely through the car, clean it up and make a list of what needed to be done. I put on my coveralls, turned up the stereo and proceeded to get in the car when the vision before my eyes almost gave me a case of the "vapors". I double checked the VIN to make sure this was the same car we bought together, then, after venting my frustration, I heard the police were checking the neighborhood because there had been a report of an injured animal screaming in the alley. If they only knew!! The interior was a shambles, there were rotten French fries under the seats along with old packs of onion rings, the space behind the seats was full of empty Coke cups, straws and napkins, the carpet was smeared from squashed ketchup packets, the seats were grease stained and torn, the top was torn worse, the body was scratched and dented and I don't even want to guess what it was in the trunk! I had taken a few days to calm down without looking at it, but when Jenn came by I couldn't control myself and lost it again with her. I should have adhered to the, "Don't ask, don't tell" theory, but being a glutton for punishment I asked what happened, and got the typical teen answer, "I don't know." It was clear this was going to be a major undertaking and I decided I might as well start from the ground up. When Jenn would come by I would control myself and only inquire about one problem at a time and it's taken several years but I think I know the story of about ninety percent of the dings, dents and stains, some it's probably a good thing I didn't find out about till ten years later or it's a good call she wouldn't have made it to graduation.

Somewhere between the time I got the car and I started the renovation my youngest daughter, Stacey, was nominated for FFA Sweetheart. It was a big moment for her and she was bubbling with

excitement as she told me the news, then, as daughters can do, in a way a father couldn't refuse, she asked if she could ride in the Spit in the homecoming parade. The Spit was trashed, but that wasn't the entire problem, there were three other girls that were nominated and in order to match we needed three other foreign cars! In this part of the country foreign cars were not a hot commodity, if fact if you don't own a muscle car or a pickup you essentially don't exist. This was a real head scratcher, could I get the Spit looking decent and could I find three similar cars for the other girls? I was able to find the other cars, they weren't the pick of the litter but then neither was mine. One had a caved in door but with the girls name on a poster board over the dent, you'd never know it. Now for the hard part, could I get the Spit looking good enough not to embarrass Stacey, and good enough not to embarrass me? But that wasn't the hardest part, what was going to be her reaction when I tell her that I would not let anybody drive the car but me? I thought she would be the typical teenager and not want to acknowledge that she even had parents, let alone have her father drive her in a parade that was a major event in her life, but she totally stunned me when she flippantly said, "no problem" and took off to be with her friends!

Parade day came, the Spit looked good as did the other cars and of course Stacey was radiant, I'm just glad no one could see the sweat pouring off my brow wondering if the car was going to stall or something fall off in the middle of the parade route, but it went off without a hitch.

Around this time my parents flew out for a visit and to spend time with the grandkids. I worked twenty four hour shifts and was off forty eight hours which on a work day would leave them stranded. To give them some freedom I told them to take the Spit to see the sights around town or whatever they wanted to do. One morning after getting home from work I was fixing breakfast and I asked them how they had spent the previous day. They said they went to a few of the local attractions, then they drove to another town to see what it had to offer. With a real sinking feeling I tried to find out what town they went to because they didn't know the name, when I figured out they had picked a town forty miles away. I didn't have the heart to tell them I didn't trust the car to make it out of the garage without breaking down, let alone go to the next town!

It was now time to start the long process of

restoring the car to its original condition, and I decided to do an engine rebuild first. As I said, these cars are basically simple but you have to think like an Englishman to work on them. There is another little known fact about English cars that you will never see in any literature and they will definitely never admit to, English cars are possessed! The Salem witch trials were all wrong, not that so many innocent people were burned at the stake, they were wrong because they should have been held at the British Leyland factory in England. I don't care what others say, I know at some point on the production line there was a bubbling cauldron and a coven of ugly old wart nosed hags putting a spell on every car that went by. Many times during my labors a friend who is a priest would come by to check on my progress and more than once I would lose control, and the air would turn blue as I ranted and raved about how something so simple could be so contrary. Father Brasher would just shake his head and move his hand in the sign of the cross like he was blessing the car and I'd have to tell him to be



careful, because the spell on this car was so powerful that it might turn his holy water rancid! With the car being a bright yellow it had been dubbed "The Canary" by some friends but as the strange problems became more bizarre the title "Psycho" was added and stuck.

Over many years it started looking better, after the engine was done I moved to the interior and occasionally I'd find something wrong that was so intriguing I would have to ask Jenn what

happened. She was in California going to school so sometimes I'd have to wait a long time to ask and occasionally longer to get an answer which would drive me up the wall. One such question concerned a strange tear in the top below the rear window. To go back to when the car was bought, there was another method to our madness on why we picked the Spit. Teens are notorious for trying to get as many of their friends as possible into a car to go cruising so if they get into an accident it is actually more like a massacre. Our theory was that the Spit being a two seater, if, heaven forbid, there ever was an accident there would only be two involved from Jenn's car. When I questioned her about the tear she started fidgeting and trying to change the subject, which I would go along with temporarily, but later would come back and press the point. She finally relented and said that one night she was hanging with some of her friends and the crowd started to grow. They decided to go cruise, but everybody wanted to go so Jenn put seven teens in a two seat car, four were in the tiny space behind the seats, which pulled the top against the attaching bolts and tore the top. On that note all I could do was shake my head and walk away.

As things progressed I felt confident enough to enter it in some shows in the area. I went with my dream and took it to a show in Colorado that brought in several hundred entries and was devoted strictly to English cars. The first time I went there was no trophy, but just to be around that many cars and owners, and the English car curse was so thick in the air you couldn't cut it with a silver bullet. A little more work and a few years later I went back to the same show and actually took a second place in my category, which in my mind justified the work I had put into it. I did some more work and went back again after a few years wait, but the judging was so obviously skewed that I lost any interest in ever going back to that show again. I did enter many local shows and parades with modest success, but remember, these cars are not looked highly on here. I am not into some types of vehicles like street rods or pickup trucks, however, I can appreciate them for the work involved and owner pride, but in the past there have been some pretty crass remarks made by car owners and spectators directed at the Spit. Recently this seems to have changed a little and interest has slightly surged. The work continued and Jenn even helped at times but as it started looking better and better I could see in her face



and actions that she was sorry she ever let it go. The last major piece of work a few years ago was the body and paint. I had done most of the work myself but there are a few tasks I don't have the expertise or equipment for, painting was one of those tasks. I sanded down the original paint and patched some minor dents but the big dents and paint would have to be done by a friend who owned a body shop. Hating the bright yellow color I really wanted to change it but because of the construction of a Spitfire and the vast expanse of color it would have been an expensive and time consuming undertaking, not worth the trouble so I would be stuck with the "Psycho Canary" for eternity. As I sanded and patched I made note of a very curious indentation in the hood. Anyone familiar with a Spitfire knows the hood has a large one piece metal center, and right in front off to the side and at a slight angle were two symmetrical "dimples" about four inches across each. They weren't very deep but because of the placement in this piece of metal it was going to make it fairly difficult to fix without being noticed afterwards. Curiosity was getting the best of me and having not learned my lesson with the top, I just had to ask Jenn about this one. Like she did with the top, she started fidgeting and trying to change the subject, but I had to know. I was waiting for something like, "Dolly Parton took a header on the hood", knowing Jenn that was not too far fetched. Finally she cut loose and said one Friday night they were at a football game and one of her friends didn't have a place to sit down, so he flopped himself down hard on the hood. The next day she noticed the dimples where he was sitting. My car had bun prints!

Today "El Pajarito Loco" is close to being finished, but then a project car is never really

done, I just wish I could remove the pesky curse that continues to come out at the most inopportune moments. A year ago I started having a problem with the engine surging so my first thought was a vacuum leak. I had it running one day and it decided to quit and no matter how forceful the language it wouldn't start. Over several months I did everything I could think of, since it appeared to be flooding I went completely through the carburetor checking every part several times, but for the life of me I couldn't find a thing wrong. On a hunch I decided to

change the float, I don't know why because the one in it appeared fine, but it seemed like the right thing to do. When the new float arrived I put it in taking extra care to adjust it just right and installed it on the car, crossed my fingers and low and behold it started. I couldn't believe it, after almost a year it was running and all because of a funky float! I had a difficult time containing myself, already making plans for the coming show season, when it died and would not start. So irate I barely used any tools I removed the carburetor, stripped it down and through a blue haze noticed that the new float was full of gas. I reordered a new one, replaced it and started it up again, it ran but I started smelling gas, looked in front of the engine compartment and I had a gas geyser coming out of my carbon canister. Again, off comes the carburetor and an inspection of the parts. When the carb was rebuilt along with the engine rebuild I had replaced the needle valve with a new type that was supposedly better than sliced bread and couldn't stick. Well, it stuck!! A factory needle and seat was ordered and when it was installed, fingers were crossed, fire extinguishers placed in a circle around the car and the key turned on. It ran! It still had some of the original minor problems, but it was running. The local car show was coming up in about a week so I busied myself with cleaning and dressing up the car to make it look it's very best, I knew from past experience that I wouldn't get a trophy, but just to be involve with the show and visit with other car owners made the weekend enjoyable.

Saturday came and I drove the car to the field, My girlfriend Hattie came over with her two daughters Leslie and Lizzy to spend the day and the schedule of events was the show till four, a short cruise with a police escort through town to



the banquet hall, a meal and presentation of the trophies. At four o'clock the cars started lining up for the cruise, Leslie and

Lizzy rode with some of the other owners and Hattie and I rode in the Spit. The idle speed was a little fast but the cruise was going great, a lot of the town folk turned out to see all the beautifully manicured cars drive by. We had just turned down one of the main roads when there was a loud explosion, I thought someone had thrown on M-80 behind us except that my car died. I turned the key and it started right up, put it in gear, and another explosion with the car dying, and of course, everybody looking at the bright yellow car that was making so much noise. In front of God and everybody we got out and pushed the car through the crowd into a parking lot, we didn't need any warning lights because the flush on my face could be seen for miles. Our only option was to walk to the house (luckily I live in a small town) to pick up my trailer, come back and see if we can load the car to get it home. That part went smooth and once the car was in my driveway we raced to the banquet hall to catch a meal and we hoped at least part of the awards presentations. As we walked in the presentations had just ended so we were looking for Leslie and Lizzy when I heard the announcer mention my name and beckoned me to the stage to receive my award. I thought he was joking but I went to the front, the facial flush building again and I was handed a trophy for "Best Foreign Car". By now the flush had turned crimson, it was not a joke, I had won but the curse kept me from being there for the banquet presentation. I turned to go to a seat Hattie had found when the announcer said, "Don't go away yet, you have another one here." This one had to be a joke, maybe for the most impressive breakdown or even the loudest explosion and the engine still ran, but he handed me a trophy for "Best Convertible." I couldn't believe it, definitely a day of mixed emotions, but I still had to figure out what happened to the Spit, and I knew it wasn't going to be something trivial. Just the way it acted I highly suspected the electrical system (it still had the original Lucas system on it, need I say more) and after giv-

ing it the once over I noticed that there was a ticking noise in the distributor every time the ignition was turned to the on position. With Lizzy turning the key I started tracing the noise, and when I removed the distributor cap and the key was turned I saw the biggest blue arc from the center pin to the number one plug I'd ever seen. The curse was holding true, this was a new cap with no cracks or carbon trails. I put an old cap back on and went for a cruise!

Why do I put up with this, who knows. Maybe I just don't want to give in to the powers of the curse or I have too much time invested to call it quits. It is definitely a labor of love with a relatively long family history and it's one change I am reluctant to make. It definitely lives up to its logo as "El Pajarito Loco - The Psycho Canary", and it wears the door sign proudly. I look for the day when I can take Jenn's daughter for a cruise and brake down on the main street, or someday let her learn about the Leyland curse. But now when I do go cruising you will see me going up and down the main street with the top down listening to a tape of Michael Martin Murphy singing a western tune waiting for some mechanical disaster to occur. Talking to Jenn recently the subject of the car loan came up and I made a comment about co-signing the note, she gave me that quizzical look and I realized I'd just let the cat out of the bag and given away a long standing secret, she never knew I'd co-signed the note.

Once in a great while when Jenn comes for a visit, if the Spit is here she will give me a sheepish look and ask if she can take it for a cruise, and I usually relent after giving her the age old speech about driving carefully. She is now 28 years old and 4 feet 11 inches tall, as she drives off, barely able to see her head over the top of the seat it takes me back to the day we watched her drive off to test for her license.

As a closing thought, over the years I have learned of another major cover up by British Leyland, they lied to the public about their production numbers. They officially state that between 1962 and 1980 they manufactured 314,152 Spitfires, but everywhere I go somebody will come up to me and say, "I had one of those when I was young" or "My boyfriend's sister-in-law's mother's cousin's son had one of those". Now I'm no math wiz, but I did some rough calculating and somewhere out there someone is hiding several million Spitfires! ■

Love at First Sight

BY ANDRE ROUSSEAU, ONTARIO CANADA

I could not be a happier man today, first its my second anniversary for my wife and I. And today I got my GT6 to safety (thank you honey). My wife and I spent the afternoon cruising around Orleans near Ottawa.

Let me start from the top.

On April 12th. I was surfing the web looking to buy a Mustang when I came across this ad.

COLLECTOR & CLASSIC CARS (4/11/01)

1968 TRIUMPH GT-6, minor repairs for safety, great engine, needs paint.

bought the GT6 from never made safety so from there I had to tow the car home. This was not all bad it gave me the chance to work on things I wanted to fix. I replaced the speedo, speedo cable, fixed the fuel sender and replaced the fuel gauge



Not knowing what the GT6 looked like, I did a quick search the net and found what I was hoping for, a small sport car that even I could work on. It was love at first site.

I made several trips to the owners place to check out the car. From what I could tell the car was in great shape, but needed a lot of TLC. I wanted to be careful, but knew how rare this car was. Specially in Ottawa. So a week later I bought myself a new car.

From there the challenge began. The owner I

and did some general cleaning up. Once those were done I worked up the courage to take the car to a local Canadian Tire garage for safety. The mech. I had was great. He told me he sees cars that are 5 yrs old and in worst shape then my '68 GT6. Two items were required to meet safety tires and steering rack bushings.

I replaced both and the car passed.

Now that's over I look forward to a great summer of driving and getting dirty while fixing the car. I really love working on this

car. Its so nice to be none technical. Well modern day technical that is. Today all I could say with a smile to my wife was, "Thank you."

Sorry for this story being so scattered, I'm just excited to have the car. By no means is it done. I plan on doing all I can this summer, but over the next 3 yrs the car will get some major body work done, new paint, interior and so on. You know how it goes.

The world seems brighter when I'm driving my GT6. heh! ■

Not Only the Car, But a Girl and a Piece of History!

BY KEITH RICE, NORTH CAROLINA USA



It has been 6 months with my Spitfire Ginger. Ginger (I'll explain the name later) has given me and my wife a lot of pleasure. However, right now I have a problem. The British Car Show South is in a couple of weeks and I don't have my spit in what I consider show car condition. The engine is in perfect running condition and everything mechanically is super smooth. After 3 coats of Wax the original paintjob looks showroom new. But there is a few odds and ends to be done. Seats and reupholstering (even though I've got cool seat covers on), I need to replace some carpet and the drivers side floor, and some new weather stripping on the doors. These are just minor projects but...I wonder where the time went?

Then it hit me. Springtime, sunshine, a wife with an extra set of keys and a sly grin on her face as she walks out of the house to the garage. We've been driving Ginger so much we simply have not had time to complete her for the show. There's just something so addictive to driving a Spitfire down the highway opentop. It is without the shadow of a doubt the best looking roadster around. The contour of the body, sitting so low to

the highway cruising at 70 mph is a thrill all to it's own. And don't try to tell me that the other new roadsters of today don't try to copy it. What's this I see in a popular magazine, New Miatas offered in British Racing Green? Why do I get the feeling other new models will also follow this trend. I've cruised around town on sunny days and moonlit nights on country roads and I always have people waving and giving a thumbs up.

And that's not all. Contrary to what mechanics said of Triumphs 30 years ago the Spitfire stock engine is simplicity in itself. Parts are not all that expensive. (Just check out all the suppliers in Spitfire & GT6 Magazine). With today's gas prices my Spitfire gets 30mpg highway. It might not do the quarter in 12 seconds or take the Indy 500, but its heyday in SCCA it won more championships than anything in its class, as specified on my genuine wood dash panel (some thing else Miatas are trying to copy). It's a collectable champion with a lot of history built by a company that wanted to keep the fun and excitement in driving.

Before I close let me tell you how my Spit acquired the name Ginger. The owner before me had named her so, and since there was a commercial in the mid 70's where on the airstrip a Triumph Spitfire sat beside a WWII Spitfire fighter plane. In the cockpit of the fighter plane sat WWII fighter ace Ginger Lacy (hence my Spits name) and in the car a guy and a Beautiful girl. Side by side the plane and the car race down the airstrip.

I hear my Spitfire coming down the road now, my wife Carla behind the wheel. Like the commercial said "Spitfire 1500, not only the car, but a girl and a piece of history." ■

1st Annual "Spit-Together"



NASS members,

Here is the first report on the 1st Annual "NASS Spit-Together". The meet was held in the environs of Knoxville, Tennessee on July 3rd and 4th. We had a great time. Photos are posted in the FILES section of the NASS website (<http://groups.yahoo.com/group/nass/files/Spit-Together%20Photos>) and at <http://users.abcs.com/bauguesh/nass/spit-together.html>

We started with pizza at Mr. Gatti's in Knoxville (too bad there are two of them, because we put the wrong address on some of the materials and a few people showed up at the wrong place and had to find us. Sorry Paul and Vicki!). Alan Bowen didn't bring his car but he brought a massive amount of very cool vintage Spitfire advertisements and brochures.

The next morning we met for breakfast and then went to the set-up area for the 4th of July Parade. We had a float with the Spitfire and GT6 Magazines' "Give-Away GT6" and several Spitfires and a few other LBCs for the parade. We were a crowd favorite!

After the parade, we met at the local newspaper offices' large acreage to arrange the show. We ended up with 6 Spitfires and about 24 other British cars and 1 Triumph Bonneville motor cycle. We enjoyed several hours of looking at cars and asking questions and trading ideas. Paul and Vicki Logue won the "Best Spitfire" for their immaculate 1977 Spitfire 1500 (which fortunately did not burn up when a fuel pump fitting snapped off on the way to Knoxville).

We took a couple hours off for a rest and then met back at the car show spot for a drive through the beautiful surroundings. Unfortunately, a large cloudburst forced everyone to put their convertible tops up (even Bill Hall, though he looked like he didn't have it up when we finished the drive) and forced us to cut the drive short. We followed that with dinner at Calhoun's at the Fort Loudon Marina in Lenoir City, TN. (I ate an ENTIRE rack of the best ribs I've ever had.)

Most people left the next morning, but a few decided to extend their vacations by driving through the Smoky Mountains and other areas.

We ended the get-together with 61 actual paying members enrolled in NASS. I'd say we should consider the group to have had a successful start.

To end this message, let me express thanks to several people who made the whole "Spit-Together" possible.

I don't think the event would have gone off if Howard Baugues had not put TONS of effort into getting the whole thing organized and scheduled. He kept kicking us in the rear to make sure we were getting all the loose ends pulled together, and therefore ensured that the whole event came off looking like we actually might have some clue as to what we were doing. Thanks Howard!

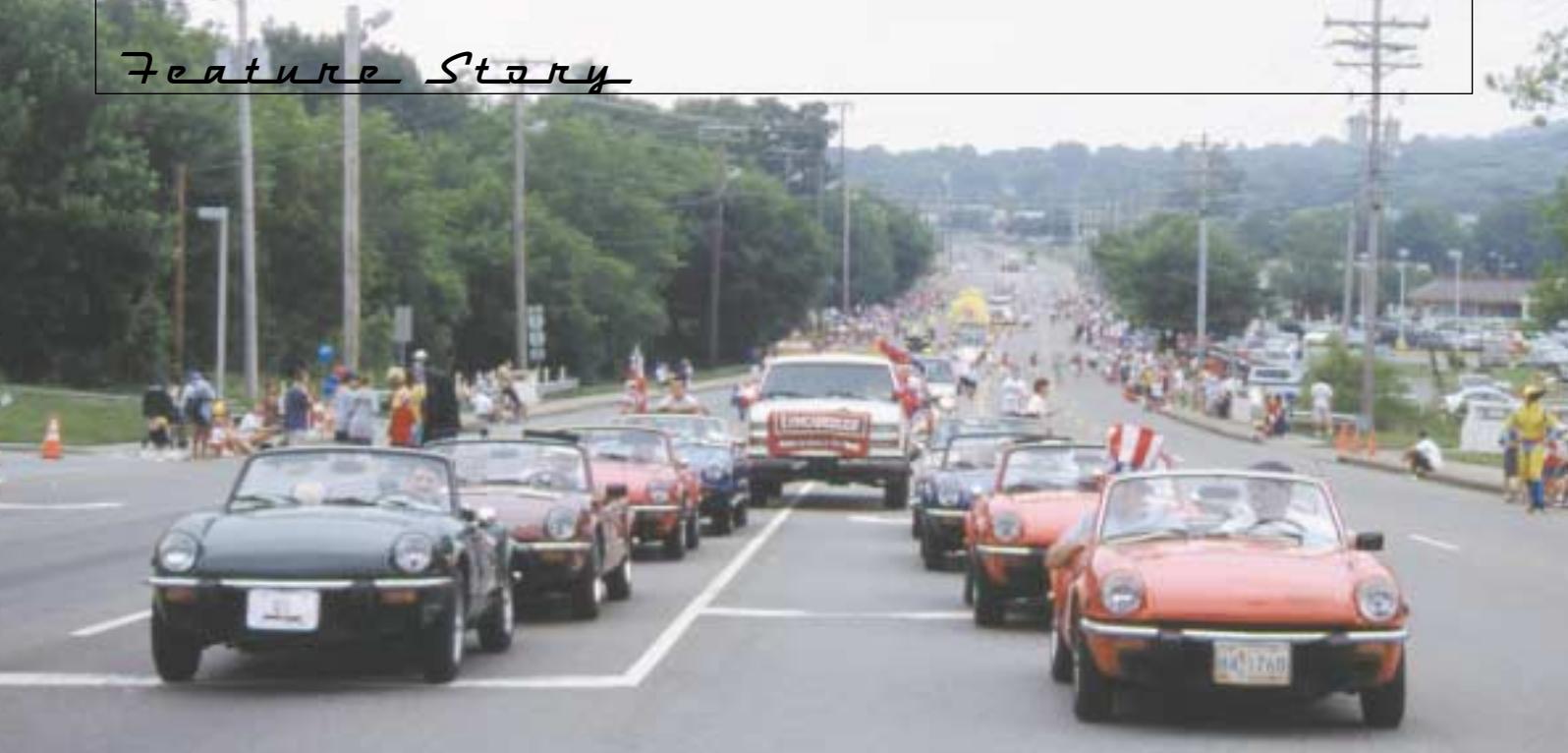
I also want to express my appreciation Spitfire & GT6 Magazine. These folks were the "Hosts" who organized all the local events and got permission for our entry in the parade and for the car show and for the restaurant invitations. Nothing would have been accomplished if not for their willingness to have us show up on their doorstep. Of course, holding a "Give-Away" of a GT6 didn't hurt things at all! Thanks John, Angie, and Tom!

And last but not least, we would like to give a special thanks to the supporters and donors of the many door prizes. Britishtoolbox.com, PRI, Rimmer Bros., The Roadster Factory, Spitbits, Sports Outfitters Supply, and W.O. Hesperus. When ever possible, thank them by supporting them.

We are now officially entertaining bids for next year! We are thinking about moving it to the fall, for cooler weather. Any suggestions?

Joe Guinan
NASS President
spitfirejoe@email.com





NASS's First Spit-Together Eventful!

BY THOMAS BROBERG, TENNESSEE USA

Thirty-Nine years after Triumph introduced the Spitfire in North America the North American Spitfire Squadron began a new tradition with the first ever "Spit-Together" which convened in Knoxville, Tennessee on the 3rd and 4th of July 2001.

JULY 3, 2001: 6:00 PM

The NASS festivities began on Tuesday evening as the club first ever function opened at 6:00 p.m. with registration, dinner, and socializing at a local Mr. Gatti's pizzeria. The "good times" room was reserved just for NASS - as members



began to arrive driving their Spits in from Indiana, Kentucky, Tennessee, and Georgia (Once the Logue's were retrieved from the wrong Mr. Gatti's restaurant

across town). Those uncertain Spitfire car owners also arrived driving Hondas, Fords, pickups, or whatever car they felt reliable enough to get them to the event (John Childress even arrived in a classic Triumph vintage motorcycle). Attendees came from places as far away as Nebraska, Ohio, and North Carolina. The kick off evening consisted of a buffet of pizzas being consumed along with a buffet of Spitfire stories, photos, idea exchanges and everything else Triumph.

The first NASS event ended with a bang, boom, clatter and lightning flash as just after a couple parking lot photos were snapped. God wanted to attend as the heaven's opened up with unfriendly Spits of it's own. In East Tennessee if you do not like the weather...wait a few minutes it will change. As so it did in the first night for in a matter of hours it went from Spit friendly driving sunny weather to a nasty thunderstorm that would make any Spitfire or GT6 driver leery. All participants did make it back to their lodging successfully even though Bill Hall did do a 360° spin along the way. Spitfire & GT6 Magazine editor John Goethert somehow managed to get his Spitfire home despite the quick storm flooding his car as he drove (no top or windshield wipers, no letters please).

JULY 4, 2001: 6:00 AM

The second day events began the holiday 4th of July with early Spitfire risers meeting at 6 a.m. at the local Cracker Barrel Restaurant for breakfast, and last minute planning.

After "good eats" and some quick polishing, it was all off to the parade route.

Spitfire and GT6 Magazine had arranged for their GT6 give away car to be featured in the local 4th of July parade and had arranged for all the NASS participants to accompany the GT6 float.





Any NASS members or other British car drivers were availed the opportunity to drive their Spitfires or other British car along in a real parade. Line up began at 8:30. NASS president Joe Guinan (Nebraska), decked out in a huge red, white and blue top hat, was busy organizing the parade procession and rode shotgun with Howard Baugues (Indiana) as one of the lead Spitfires in the parade. The other front car honor went to Spitfire & GT6 Magazine Editor's John Goethert's "Kermit" (Tennessee). Also driving their Spitfires in the parade (keep in mind this is a 1.4 mile parade route that moves reeeeee slow forcing the Spitfire driver to be easy on the clutch and ever so aware of the temperature gauge) were Larry Elswick (Kentucky), Jim Clark (Tennessee), Paul Logue (Georgia), and Bill Hall (Tennessee), as well as a host of others driving different forms of British cars. AB (Alan Bowen) and Gary Brooks from North Carolina choose to do the parade route photography as their Spitfires were not yet up to the parade task.



WOW! what a rush. I was honored just to be included in the festivities as they gave me a seat in the GT6 float vehicle. I was amazed at the excitement and energy of the crowd as the thousands of people were charged as the pack of Spits roared by. Onlookers could be heard yelling to the drivers. On board onlooker perked up excitedly yelling to his wife "that is what mine (GT6) will look like one day!" I don't know who had the greatest thrill, the parade spectators or the Spit drivers. In an attempt to save the clutches, the lead Spitfires would hold back until a large length would be build between the GT6 float and themselves, then race up to the crowd's and driver's delight. A Monza exhaust at 4500 rpm will really get the crowd excited!



JULY 4, 2001: 12:00

At the end of the parade it was off to the Car Show. All the Spitfire drivers must have taken this literally for they all 'opened in up' and took advantage of the closed 5 lane road to see who had the most horsepower. Right under local law enforcement's watch, I saw 6 'kids' peeling out on a 1/2 mile race to the next police blockade...cooling their engines was what I was later told. I can't comment on who had the most horses under the hood, but I'd like to drive Bill's Spit!

The car show was set in the elegant and lovely facilities of the local newspaper; 'The Farragut Press Enterprise'. It made for an excellent setting for a car show with its tree-lined, cobblestone drive that helped produce a wide assortment of

British Cars participating. Cars included Mini's, TR's, MG's, a Stag, a Morris Minor convertible, a TVR, a Morgan, a 1950 Dellow, and many more; a car from almost every marque could be seen. And it was nice to see daily drivers in the "show"; cars with the patina that only time and use can bestow. A surprisingly successful turnout - particularly being on a Holiday during the middle of the week! Show visitors kept coming and coming as incoming traffic snarled a couple of times. Vendors provided Spitfire items for



The presenter becomes the receiver when Joe is awarded the "Farthest Traveled" award by coming 1100 miles.



The row of Spits starting with Howard Baugues' 76.



The view from the other end.



A few of the early arriving participants for the "non-Spitfire" classes.



Howard displays the next item to be given away; a Spitfire Ale hat.



A surprise participant to the show was Carl Eshbaugh's 1950 Dellow.



Brett Broberg mans the vendor's booth while Howard tallies the results of the voting.

sale while NASS representatives sold raffle tickets for a chance to win gift certificates, Spitfire-related prizes and other Spit-Together momento's.

Spitfire & GT6 magazine then drew the lucky winner for the GT6 car give away. And the winner was..... (see accompanying story).

With the event's formal festivities over, a few more photos were taken, a few addresses were exchanged, and everyone slowly filed out. One person was heard saying that this was one of the best shows she had ever attended; no "trailer queens", no high-pressure concours judging (almost every award was voted by attendants). The final highlight was John Childress with his '68 Triumph Bonneville motorcycle equipped with shiny side-car taking all the children for rides.

Everyone was to meet back at 5 p.m. for a hour drive ending at the lovely Calhoun's Restaurant at the Ft Loudon Marina & Dam for food and fireworks.

JULY 4, 2001: 5:00 PM

As with the previous night festivities, thunderstorms began to play with the NASS Events schedule. Waiting for latecomers and debating whether the long route should be taken was a moot point as the sky opened up! The drive through the foothills turned into a monsoon hydroplane directly to Calhoun's. A small brave group of about 20 ended the First Annual Spit-Together with a late dinner of Bar-B-Que and Beer (fireworks were canceled due to what else...rain) discussing where and when the 2nd annual Spit-together should take place in 2002.

Your suggestions for the 2nd Annual Spit-Together can be sent to nass@writeme.com. ■

And the Winners are...

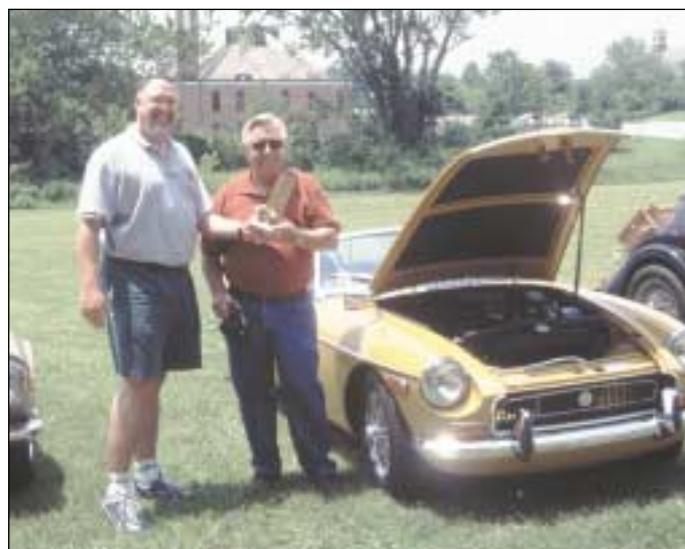
Best Late Model Spitfire: Paul Logue, Suwanee, GA, 1977 Spitfire 1500
 Best Non-Spitfire Triumph: David Fort, Knoxville, TN, 1966 TR4A
 Honorable Mention: John Childress, Lenoir City, TN, 1968 TR Bonneville Cycle
 Best British Car - Open Class, Mack Sneed, Knoxville, TN 1971 MGB
 Best of Show/Officers Choice, Mark Kryter, Knoxville, TN, 1962 Morgan Plus 4
 Farthest Traveled: Joe Guinan, Fremont, NE
 Winner of the 50/50 Raffle: Larry Elswick, Pikeville, KY



David Fort's TR4 won best Triumph, Non-Spitfire that is.



John Childress' Triumph only had 3 wheels!



The '71 MGB owned by Mack Sneed won best British Car that wasn't a Triumph.

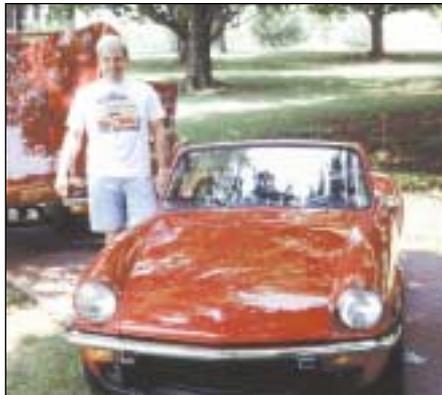


This beautiful '62 Morgan was nice enough to win the NASS officers favorite.

Feature Story



Jim Clark & daughter Elizabeth, 1976 1500



Bill Hall, 1978 1500



Many onlookers wandered in to view cars they "remember seeing as children."



Howard & Ginny Bauges, 1976 1500



Larry & Martha Elswick, 1976 1500



This is view from the eating area at Calhoun's Restaurant where the fireworks would have been seen.



John & Angie Goethert, 1976 1500



Paul & Vicki Logue's First Place 1977 1500



Cole Brooks and son brought their MGB all the way from Memphis to talk Spitfires (his wife really wants a Spit).



Larry's award-winning engine bay.



Being a pilot, Larry had some fun with an airplane plaque.



Joe "polishes off" an full rack of ribs while Angie and Martha watch in amazement.

Don't Miss Next Year's Spit-Together, Join NASS now!



Membership Application

(Note: Your information will not be shared with anyone outside of this club.) Please print neatly (in English).

Name: _____

Street Address: _____

City, State/Province: _____ Zip/Mailing Code: _____ Country: _____

Home Phone: _____

(include country code if outside North America)

E-Mail Address: _____ Website address (URL): _____

Referred by: _____

Background information:

Membership in any other car clubs: _____

Type of Spitfire/GT6's owned: (ownership not required for membership) _____

Model: _____ Year: _____ Commission #: _____ Owned-How long: _____

Model: _____ Year: _____ Commission #: _____ Owned-How long: _____

Model: _____ Year: _____ Commission #: _____ Owned-How long: _____

Model: _____ Year: _____ Commission #: _____ Owned-How long: _____

Give a short description of your biggest concerns with Spitfires/GT6's:

Tell us about you-- Check all applicable

Basic Spitfire/GT6 Interests

- Restoration/Show
- Speed Events
- Daily Driver
- Rallies/Tours

Club Interests:

- Parts/Information exchange
- Participation in club events
- Organize/Work club events
- Tech Sessions
- E-mail contacts for advice

Newsletter Interests:

- Classifieds: Sale/Wanted
- Commercial Advertising
- Event announcements
- Information exchange
- Personal/travel articles
- Technical articles
- Restoration articles

Yearly Dues:\$20 1st Annual "Spit-Together" T-shirt: \$15 L XL XXL 1st Annual "Spit-Together" Dash Plaque: \$10

Make your check/money order (\$20 in US Funds) payable to the North American Spitfire Squadron or NASS.

Mail this form along with payment to:

NASS, Attn: New Membership, P.O. Box 30806, Knoxville, TN 37930, USA



**Official 1st Annual
"Spit-Together"
T-shirt
only \$15**
plus shipping



**Official 1st Annual
"Spit-Together"
Dash Plaque \$10**

There is a limited quantity available, order today!

To order these items online visit
www.BritishToolbox.com

And the GT6 Winner is....

BY JOHN GOETHERT, TENNESSEE USA



**Mike Kress
of Valley City
Ohio!**

Over the past year Spitfire & GT6 magazine has been accepting entries for the July 4, 2001 GT6 giveaway. The first NASS 'Spit-

Together' along with the parade made for a festive backdrop for such a giveaway.

The highlight of NASS's first ever 'Spit-Together' was Spitfire & GT6 Magazines GT6 car giveaway. All qualified entrants had been assigned a four digit number. Joe Guinan, (North American Spitfire Squadron President), randomly drew one number at a time as magazine representative Thomas Broberg posted the numbers one by one on the board.

The winning number was 4340! Mike Kress of Valley City Ohio. Luckily Thomas had Mike's phone number and a cell phone and wanted to give Mike the 'Good News'. The first two tries brought nothing but a busy signal (Mike claims his wife was tying up the phone lines). On the third try, the phone rang through but Mike's answering machine picked up and Thomas Broberg of Spitfire Magazine began giving him a congratulatory speech on his answering machine when... Mike must have heard the message being recorded

and jumped on the phone.... "Your kidding! I have never won anything in my life!!!" The crowd loved it!

About 48 hours later - Mike Kress shows up to claim his prize automobile (Keep in mind that Mike had about a 10 hour drive to Knoxville). Coming in a future issue we will get Mike's story on his win, trip to and from Knoxville (Eventful I'm told) and an update on the car.

Congratulations Mike!

What can be Spitfire & GT6 magazines next big promotion? Give us your suggestions at info@triumphspitfire.com.

Hi John,

I just wanted to let you guys know that we arrived home safe with the GT6. I also want to say thanks to everyone at Spitfire and GT6 magazine. I've been walking around with a silly grin on my face since Tom called me July 4th.

I'm working on a story and I'll send some good photos for use in the magazine. I have enclosed a few jpegs of the GT6 in its new garage for you to post on the web site if you wish.

On an interesting note, I was comparing the commission number plate on the GT6 to my Spitfire. According to the color code on the plate, the original color of the GT6 was Sienna Brown with black interior and the manufacture date was December 1971. Well my Spitfire is Sienna Brown with black interior and manufactured December 1971! Coincidence, or destiny?

Well I'm off to the garage to play with my new toy.

Thanks again,
Mike Kress

Contest Results



NASS President Joe Guinan draws out the final digit making up the winning number.



4340 corresponded to Mike Kress' number.



Having Mike's phone number, Tom called to congratulate him.



Tom, Mike and friend discussing the NASS "Spit-Together"



One final check and the GT6 leaves for its new home in Ohio.



An reuniting of cars that could have been close on the assembly line!

Bleeding Those D*** Brakes

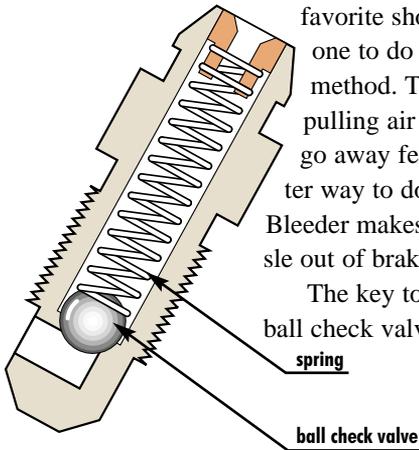
BY JOHN GOETHERT, TENNESSEE USA

I hate bleeding brakes! The wife's favorite show is always on when I need someone to do the "open-push-close-let up" method. Those pumps never really work well pulling air around the bleeder screw. I always go away feeling like there has got to be a better way to do this. Well now there is. Speed Bleeder makes a bleeder screw that takes the hassle out of brake and clutch bleeding.

The key to the Speedbleeder is the spring and ball check valve built inside. To bleed a system, attach a hose to the bleed screw, open the screw 1/4 to 1/2 a turn and pump the brake pedal. The pressure developed by the fluid pushes past the ball and out the end. When pressure is released the spring seals the ball not allowing air to return into the system. After no more bubbles are seen, the bleed screw is tightened and bleeding is through. It's that easy!

Another great feature of these things is they come with thread sealant applied to the threads. Not only does it keep air from going around the bleeder but also displaces air and moisture during thread engagement preventing rust.

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The Making Of A SpitCat Part 3

BY ANDY PREVELIG, FLORIDA USA

I had originally planned to run the exhausts forward and then curve them back to run under the chassis before exiting to join the side-mounted mufflers. But - a slightly more elegant design appeared possible, now that I knew how far forward the pedal bulwark would be located, based on the final seat and steering wheel positions.

Now the exhaust would run directly out the sides, through the rocker panels just forward of the bonnet latches, through 90 degree elbows to join the mufflers on each side.

It would be important to get the exhaust gases out with as little back-pressure as possible. As I mentioned in a previous part of this series, the six cylinders on each side dump to exhaust manifolds that terminate in two 2" outlets. My two-to-one collector (see photo) empties the pair of 2" pipes into a single 3" diameter pipe. At first thought you might think two 2" pipes have a greater area than a single 3" pipe and wouldn't fit into a 3" pipe, but a little math clears that up:

The area of a circle is determined by the common formula πr^2 . So we get the following:

1" radius X 3.1415 +
3.1415 (sq = 9.869)
9.869 X 2 = 19.738
Total area of two 2" pipes
= 19.738

1.5" radius X 3.1415 =
4.65 (sq + 21.622)
Total area of one 3" pipe =
21.622

From there, the exhaust system never gets

smaller than 3" inside diameter. With this new configuration of the exhausts, I had lots of the 3" flex-pipe left over (18 feet!). Lengths of this would be used in the rear, on the bulwark center behind the seats, for air ducts to cool the inboard brakes. In the front, flex-pipe could be used for fresh-air ducts to the intake manifolds (properly insulated). I didn't like the original intake plenums on the V-12 because it seemed like they would be restrictive and reduce air velocity. they would be replaced by 3" diameter fiberglass elbows, fabricated to bolt onto the intake manifolds and connect to either two lengths of the 3" flex tubing or a variable intake manifold system I had been thinking about.

As I have mentioned, I wouldn't try performance upgrades until the car was together and running. However, with this idea, I needed to think through the design to make certain I left





enough space under the bonnet for it. Several automobiles such as the Ferrari 360 Modena and the Jaguar 3.0 V-6 use a variable intake manifold system. The design alters the length of the intake manifold to provide an increase in torque throughout the r.p.m. range without harming high-speed power. The cars use separate intake plenums of different length and valves to divert the air flow through the specific length best suited for an r.p.m. range.

Since the fuel-injected engines on these cars (and the SpitCat) inject the fuel right at the cylinders, the variable length plenums simply control the fresh air supply, not the fuel/air mixture (although the fuel/air mixture is subsequently affected by the air velocity differences).

I didn't want to engineer new, complex manifolds and valves, but I thought it would be a relatively simple matter to install air plenums ahead of the manifolds which could be varied in length. These would be 3" diameter tubes from the K & N cone filters to the original manifolds, which could be lengthened or shortened trombone slide-style. This system would have an advantage over the either-or systems in the length would be infinitely variable with engine speed and not just a

compromise between two fixed configurations.

The slide movement could be mapped to engine speed by several methods. First, a mechanical linkage from the accelerator pedal has the advantage of not using any engine or electrical power to move the slides, although the mechanical linkage would be tricky to route to

both sides of the engine. Second, small electric stepper motors controlled either by ignition coil pulses or the throttle position sensor and suitable circuitry. Third, a pneumatic piston system utilizing crankcase pressure which is normally an overlooked source of power, but it might be tricky to regulate with consistency.

Much math calculations would be needed to determine the ideal plenum length at various r.p.m.s., but these, and the mechanicals could be worked out later.

In the meantime I needed to do more with the cockpit interior. Now that I had the seat positions and steering wheel location fixed, I could fabricate and instrument panel. I decided to make this a full-width steel dashboard which would be welded to the cowlings-support hoop. It could be permanently attached since the cowlings was designed to hinge up for access to the rearmost area of the engine and the wiring to the instruments. I cut the panel from a sheet of 16 gauge steel and bent a 90 degree 1/2" lip across the lower edge for strength.

I drilled almost-touching holes within the outline of each instrument area, chiseled them out and filed the edges smooth to provide for the instruments. More about the instruments later.

Before I went too far on adding interior panels, I needed to plan the routing for electric wiring, since this would be covered by the panels. (Fuel and brake lines would be routed under the floorboards so they could be installed later).

The rear lights and fuel gauge wires were easy, simply splicing extra lengths to existing



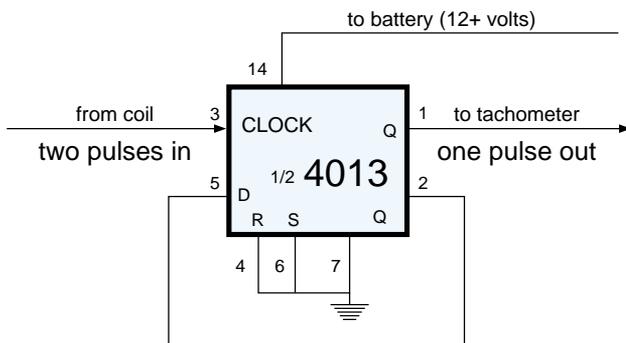
wires and routing these through the 'tunnels' of the rocker panels which would also house the cable from the boot-mounted ECU on one side and the boot-located battery on the other.

While thinking of all the electrics, I pored over stacks of catalogs for appropriate gauges. Oil pressure, water temperature, ammeter, fuel level and tachometer. I had designed the dash

panel so that the major instruments would be to one side of the steering wheel. I don't like looking through the spokes of a steering wheel to read instruments, especially when I'm racing because the spokes always seem to be in line with what I want to glance at when the wheel is cocked over in a turn. Of course the tach and oil pressure are the most important to me so they are just to the right of the wheel rim. I probably wouldn't use a speedometer at this time because I was not sure of which size rear tires I would finally end up using. A tachometer for a 12-cylinder engine is of course not a very common item, and the few I found were outrageously expensive. Again, perhaps a little hard thinking could substitute for hard cash.

Most of the tachs I had seen in the catalogs were electronic, that is, they work by counting the spark impulses from the coil to the plugs. In a standard four-cycle engine you have a spark every other engine revolution, so a tachometer for a six cylinder engine counts six coil pulses as two revolutions. For my V-12 I wanted the tach to count twelve pulses as just two revolutions. The obvious solution is to somehow fool the tach into only counting every other pulse.

Digging out my Radio Shack catalog, I found a Dual D flip-flop integrated circuit (4013). This little jewel cost less than \$2.00 and can be used to design a simple 'divide-by-two' circuit as shown in the diagram below.



Since the 4013 CMOS Integrated Circuit can handle from 3 to 15 volts, it is ideal for automotive applications. Now I could use a common electronic tach, set it for six cylinders and insert the 4013 circuit between it and the ignition coil

for accurate rpm reading of the V-12. Once the car was running and I determined the ideal rpm to shift the automatic at, I would rotate the tachometer in the dash so the rpm mark was at the exact top of the instrument. (The eye/brain can recognize a vertical line quicker than reading a number, even peripherally.) An alternative to that would be to drill a small hole in the face of the tach, just where the rpm shift point would be. A flexible metal pin would be inserted through this and epoxied in place, where it would be touched by the tachometer needle. When the ideal rpm was reached, the needle and pin contact would complete a simple series circuit to either activate a buzzer or a shift point light. If the shift point were to need changing because of any engine modifications, I could simply rotate the glass instrument face within the bezel to the new pin position.

I located the oil-pressure gauge just to the right of the tachometer, followed by the water temperature gauge and the ammeter. The fuel gauge was located to the left of the tach, even though this meant it was behind the steering wheel rim, since that instrument wouldn't need frequent monitoring.

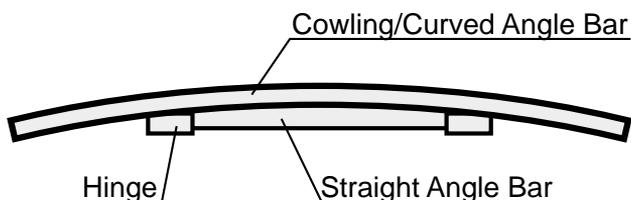
I would also need a number of switches on the dash. An S.P.S.T. push button, mounted under a safety cover for the starter switch, located to the left of the steering wheel, and a master 'kill' switch mounted at the top center of the dash were the two special switches used. The remaining switches were simple toggles located at the bottom center of the dash: fuel pump, ignition (and running lights and headlight switches to be street-legal).

The cowl was the tricky part. Actually the front half would be the scuttle area and the rear portion would serve as the top of the dashboard, separated by a low windscreen. The cowl, would hinge at the rear, normally locked down, but could be raised for access to the rear 1/5 of the engine (the V-12 was really set back!).

I used 18 gauge sheet steel with a full-width 1 1/4" X 1 1/4" steel channel welded at the rear edge. The channel was curved into a gentle arc compatible with the curve of the bonnet. The bot-

tom of the channel was formed with another, straight, length of angle for the central area where the hinges would be. This would sit atop the cowling support hoop which also was flat at the central area. Clearance between the rear edge of the cowling and the instrument panel is critical: since the cowling is curved, the ends swing

forward when it is pivoted on those central hinges. An 1/8" clearance solved the problem,



but then required a second lip behind the instrument panel to seal off any engine fumes from the cockpit.

The cowling support hoop is made of 1 1/2" square 14 gauge steel tubing. This member also functions as a forward roll bar which is connected to the verticals of the main roll bar by 1 3/4" d.o.m. steel tubing that offers side impact protection while tying the bars and chassis into a solid unit.

A lip would be fabricated for the front edge of the cowling, to support the rear edge of the bonnet and serve as a rain gutter. This lip area would have to wait until the fiberglass version of the "Frankenstein" bonnet was completed and installed...which would be the next task to do.

The next task was the molding of the fiberglass bonnet. I wasn't particularly looking forward to this, because it would involve flammable toxic fumes, a lengthy process, and a result with very little change from the metal version.

Although I had several Spitfire parts cars, including 1500's, one of the reasons I chose the 1970 Mk III body was the bonnet design. The raised external seams along the top of each fender panel meant I could mold the fiberglass version in three separate sections.

With the 'Frankenstein' bonnet all pieced together as a male mold, It was time to make the fiberglass version. A more finished product could have been obtained if I first made a female mold from the metal bonnet and then laid the fiberglass

in that. But, since this was a one off project, I didn't want the extra time and expense of the interim female mold step, even though this would mean a bit of final smoothing and finishing on the outer surface.

I bought 20 yards of 38" wide fiberglass 'mat' (randomly oriented strands of chopped fiberglass chemically bound into sheet form) and two cans of aerosol mold release from T.A.P. Plastics via the internet at around 40% of the local costs. I would have also bought the required gallons of resin from them, but shipping laws add a 'hazardous material' charge to such items, and that made it as expensive as buying them locally.

Mat was used instead of woven fiberglass 'cloth' since the binder in the mat dissolves under the resin and allows better conforming to compound curves and corners. The first step was to apply duct tape over the many seams in the metal bonnet... I didn't want resin leaking through onto the V-12. Suitably sized sheets were cut from the fiberglass mat roll, laid out on the top section of the bonnet and trimmed to fit. Resin has only a limited time before it sets up once the hardener is mixed in, so trial-fitting the mat was done beforehand. I had learned this lesson the hard way a long time ago, when I placed a wide brush into a tub of mixed resin, and then did some last minute rearranging of cloth and mat. When I went to retrieve my brush I pulled out a hardened resin 'popsicle' the shape of the tub, with the brush as a handle.

With the mat pieces back off the bonnet, three coats of the mold release agent were sprayed on. I probably could have got by with two coats, but the thought of ruining both the fiberglass and the metal bonnet if they permanently bonded together, made me opt for the safest approach.

There was another advantage to making the new bonnet in three sections..top and side panels separately. After molding the top section and removing it, the metal bonnet would be cut in half and turned so each side fender panel was face up. In this way I could avoid drips and runs by laying up the material on horizontal surfaces.

A few months before, I had seen a 'half-

price' ad in Harbor Freight catalog for small paint roller sets. These consisted of a tray, handle and three foam rollers, 5" wide, for 99 cents. I bought 20 of these disposable sets, for the SpitCat and other future projects. It was a gamble, since there are some types of foam disintegrate when they meet with polyester resin. As it turned out, an overnight test with a foam roller soaked in resin showed no damage.

Once the hardener/resin mixture was prepared, it was rolled onto the metal bonnet. The mat was again laid out onto this and more resin applied with the roller, smoothing out any air bubbles for a solid layer. At this point the layers of mat stopped just before the curve-under of the nose edge, because I needed to mold that area separately. The bonnet would eventually get four layers of the mat, to produce a fiberglass shell about 3/16" thick. This would later be reinforced with molded-in ribs on the underside to reduce flexing.

The next layers of mat applied as well, the last two layers having the material follow up the outside flange/seams of the '70 Spitfire bonnet but extending 1 inch higher. These fiberglass flanges would also be molded on the side fender panels too, also 1" higher than the original metal flanges. The extra-height flanges would allow me to bolt the three sections together while the cementing resin cured and I molded reinforcing strips from behind at the seams. The extra material would be cut away once the assembly cured, and the remaining flanges would be covered by the original stainless steel trim pieces.

Now I could work on the nose area where the fiberglass mat had to curve under and back. To make that smooth a curve, I had laid up the last layer of a mat a few inches shorter than the previous layers. Once that was cured, a large square of sheet rubber (from a water-bed mattress!) was duct-taped to the cured area so it would overhang the

nose area by five inches. Then the sheet rubber was flipped back while a layer of mat, big enough to also overhang, was applied. More resin was rolled on and the rubber sheet was smoothed over the nose area, wrapped around the nose curve and clipped to a steel angle bar I had temporarily clamped under the bonnet nose for a straight edge. This prevented the mat from sagging down, so it would cure smooth and even.

The moment of truth came when this last layer of fiberglass had cured. Would I find it was firmly attached to the metal bonnet mold? (I had been tempted to pull it off after the first layer cured, to test it before I used too much material, but doing that when it was only a thin layer would have meant the liability of distorting its shape.) After gently levering the shell free along the rear edge, it popped off perfectly. (Sigh of relief and a cold beer.)

At this stage, the bonnet center section was just smoothed down and primed. Final finishing would come later after the side fender panels were molded and attached, and the entire unit was mounted (with a much-modified hinge bracket mechanism) to the SpitCat. These would be the next steps.

Remember... don't try this at home! ■

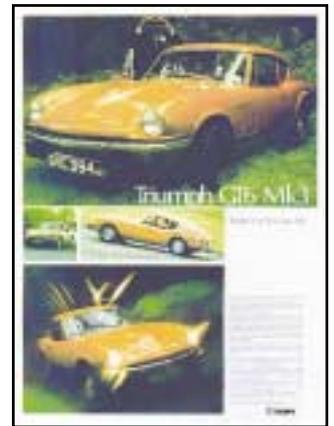
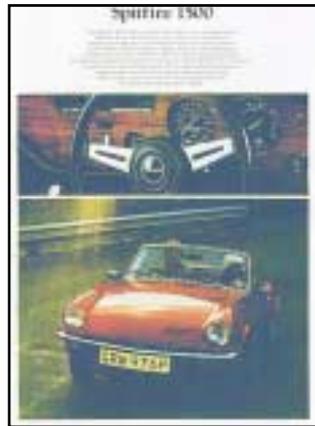
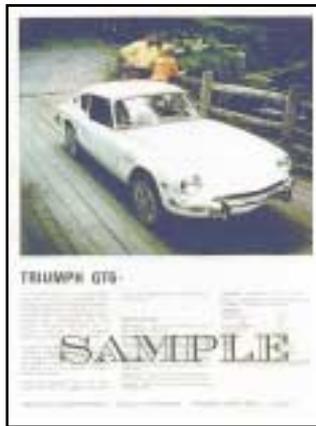
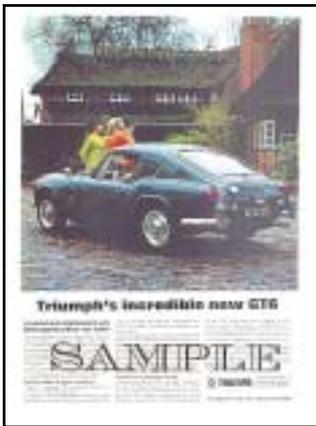
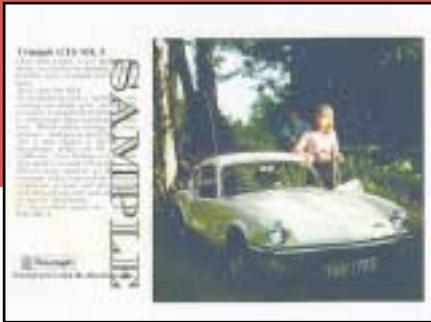
The metal bonnet ready for use as a mold.



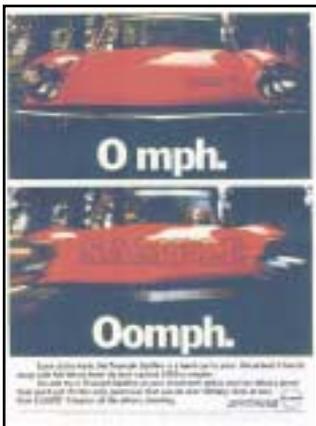
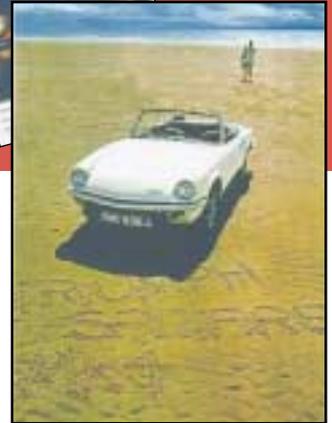
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It Can't Be Corrected So Let's See If We Can Save It!

(OR HOW TO GET AROUND SOME SPITFIRE ENGINE DESIGN FLAWS)

BY TED SCHUMACHER, OHIO USA

In an earlier article, we discussed the concept of "bin box" car building. This is the process of taking existing parts and making them fit a new application. Since the British auto industry had no R&D money, this concept was used many, many times. Much of the design work on the mechanical end was done in the 1930's. The running gear was destined to fit small, light weight British saloons. This was revived at the end of WWII and we had cars like the Triumph Standard 8 and Standard 10. These cars became the chassis and running gear platform for the Herald/Spitfire/GT6 range of cars.

History lesson over. Fast forward to Spitfire era. Most modern 4 cylinder engines support the crankshaft with 5 main bearings. The Spit engine (remember the 1930's design) uses only 3 main bearings. (An MGB, sorry for swear word, engine of about the same length has the crank support of 5 main bearings and a crank that weighs about the same as the Spitfire crank.) This was marginally OK as an 1147 engine with a much lighter crankshaft. When it became a 1500, the crank gained a lot of weight due to the increased stroke. The engine fails due to inadequate oiling of the #2 and #3 connecting rods and

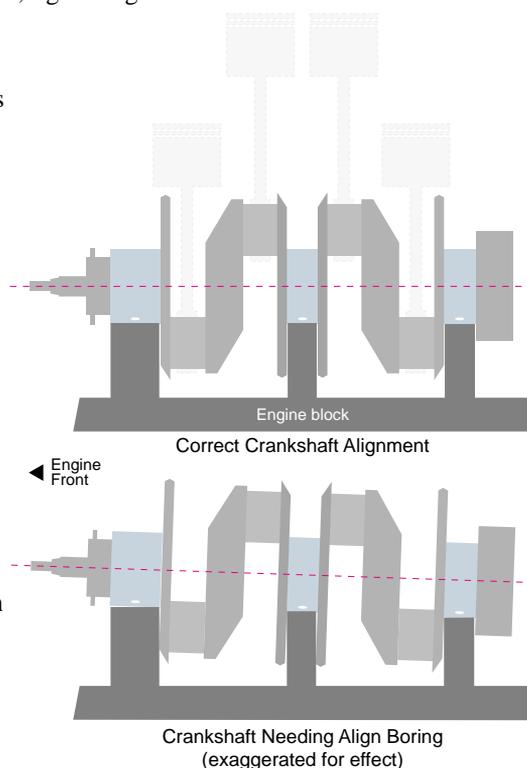
a VERY POOR thrust washer mounting design. More on the thrust washers a bit later.

We now have a heavy crankshaft supported by only 3 main bearings. As the engine runs the crankshaft can flex. Since bearing clearances are in the .0015" - .002" range, any crank movement can have really bad effects on the engine. What do we do? Since we can't add more main bearings

for support, we have to make sure the crank spins with the least amount of resistance and the maximum amount of support available. This is done by align boring the engine. If you remove the crank and bolt the main bearing caps back in place, you have 3 holes lined up with each other. The center of each hole should be exactly aligned with the center of the next hole - not above, below or at a slant. An engine we used in our IMSA GTU race car in the mid-'70's, the ex-Group 44 GT6, had the following problem. When we measured the main bearing centers, we found the front main was .001" high, the rear main was .001" low and the 2

(remember this is a 6 cylinder with 4 mains) center mains had a .0005" taper. The crank was running down hill. This was as delivered from the factory. By align boring the block, the crank now ran in a straight line with no extra drag or strain.

OK, the crank is running true. What else can be done to lessen the strain on the engine? Balancing all the rotating components reduces



vibration. Everything that rotates is balanced - connecting rods, crank, pistons, flywheel, front engine balancer and even the clutch. When everything is in balance, the engine block is not subjected to extra stress. Picture your car with an out of balance tire. The whole car shakes. Multiply this by 5000 RPM with clearances of .002" and you can see the reason for balancing.

AND NOW, Engine 101. First you need a GOOD automotive machine shop. Everything must be measured - bore size, crank journals, both ends of the connecting rods, etc. The stripped block is then placed in a "hot" tank where a caustic bath cleans all oil, metal particles, grease and who knows what from the engine block and passages. Remember how small clearances are between the bearings and the crank. If there is a particle that was not caught by the oil filter, this can get between the bearing and the crank. The bearing gets wiped out and there goes the engine. Now the engine block is clean and all the machine work, such as boring the cylinders, align boring or machining the top of the block takes place. The engine is again "tanked" to remove all traces of machining residue. This takes care of the engine block.

The crankshaft is turned or at least polished, depending on how it measured. The connecting rods are reconditioned. Each connecting rod is checked to make sure it is straight and the small and large ends of the rod are round and true. Also the distance between the center of the big and small end of the rod is checked and made consistent between all the rods. All rotating components are balanced.

Servicing the cylinder head is pretty straightforward. The head is magnafluxed to check for cracks. If it's good, the head is checked to make sure it's not warped. At this time, the head is milled if the compression ratio is to be raised. The valves are ground, valve guides replaced and the head reassembled.

These are the basics of any engine rebuild. Some things may vary depending on the engine, i.e. you can't magnaflux aluminum since mag-

naflux works only on iron or steel.

Now, the actual assembly. After all machine operations are complete, everything is thoroughly cleaned. The block is now scrubbed repeatedly with soapy water and rinsed. Water and oil passages are all brushed out. When everything is clean, the engine is mounted on a substantial platform. We then install the crankshaft. Careful attention is paid to the end float. The books vary in published tolerance but the correct end float is .004" - .008". We keep this to the tight (.004") side. Thrust washers are readily available in standard and oversize. The crank is installed and torqued correctly (we always torque the main bearing caps to the torque used when the engine was align bored. This gives a consistent and true reading). The rod/piston assembly is fitted. If new pistons were installed. Each cylinder has been final honed to match each piston dimension. The pistons can vary slightly in diameter so care is taken to make sure the cylinder bore is correct for the piston in that cylinder. With the crank and pistons installed and torqued, the cam is now installed and degreed. The oil pump and pan are next, then the front timing chain cover (with new seal and new chain tensioner). The cylinder head is now installed. After the head is torqued, the rocker assembly is mounted. The valves are adjusted by turning the crank with a wrench. Even though all rotating parts have been well oiled, we keep rotational movement to a minimum. When a valve is ready to adjust, there is another valve that is almost in position to adjust. So a little crank rotation will allow several valves to be adjusted. Once the engine is finally assembled, it is bagged to keep out any dirt.

Thrust washers fell out - the death knell of the engine. Most engines have the thrust washers on the center main. They are a full circular thrust washer. This lessens the strain on the thrust surface. Not so in this engine. The thrust washers are 1/2 circles and located at the rear of the engine. This means every time you use the clutch, the thrust washer is the first thing to get the shock of the load on the crank. The other thing is the

washers are 1/2 circles. They are held in place by resting on a “shelf” on the top of the rear main bearing cap. As the washer becomes thinner from wear, it is possible for the washer to slip off this ledge and finally fall into the oil pan. If this happens, there is a good chance that you are now looking for another engine. What can be done to prevent this? There are all kinds of methods to modify the thrust washer mount. We pin the thrust washer to the block. Brass pins are made and inserted into holes drilled in the washer and the block. Since the brass is softer than the bearing, any contact with the crank surface will just wear away the end of the brass pin. No harm to the crank or thrust bearing. We also drill an extra hole to allow oil to flow onto the thrust bearing surface. This reduces bearing wear.

On the subject of oiling, I said at the top that #2 & #3 rods suffered from oiling, actually lack of oiling, problems. We modify the oil passages for better oil flow to these rods.

AND NOW -DRUM ROLL, PLEASE - LET'S START THE NEW ENGINE.

After the engine is installed, all connections made, oil, water, fuel are in place, it's time to start the engine. With the crankshaft set to #1 cylinder at Top Dead Center (TDC) on the compression stroke the oil pump drive gear is removed and a drill is used to run the oil pump. When oil pressure comes up, it will almost tear the drill from your hand. Be prepared! Do this several times. Run the drill 30 seconds or so each time after the pressure comes up. This makes sure oil is distributed to all parts of the engine and all oil passages are full.

Reinstall the oil pump drive gear. Practice installing the distributor so you have the distributor rotor pointed at the #1 plug wire. This sets the initial timing at #1 TDC which will allow the car to start. Remove the oil pump gear one last time. Fill the carbs with gas from a squirt can by squirting gas into the fuel line going to the carb(s). Run up oil pressure one more time. Immediately replace the gear and install the distributor. Connect the distributor to all wires, which you

previously checked to make sure they were correct. Leave the distributor just loose enough that it can be moved. Make sure all connections are correct and working - oil, water, electrical.

Have someone crank the car. You grip the distributor and may have to rotate it slightly once the car starts. The engine should be running in less than 5 revolutions. Set the idle at 2000 rpm. Watch for leaks. Watch the oil pressure. It's a good idea to temporarily mount a mechanical gauge under the hood so you can watch it. Run the engine for 20 - 25 minutes at 2000 rpm - NO LOAD. Don't “blip” the throttle. The first 30 seconds and the first 5 minutes of engine start up determine cam and engine life. As soon as the time is up, stop the engine. Immediately change the oil and filter. Reset the valves, retorque the head or whatever is necessary. Restart the engine ASAP. Now run it for 1 - 1 1/2 hours. Vary the rpm between 2000 and 2600. Do another oil and filter. Drive the car for 500 miles. Vary the rpm between 2500 and 3500 but no load. Make sure to change to a lower gear rather than lug the engine. You guessed it - another oil and filter. Raise the rpm limit to normal. Oil and filter at 1000 miles. The repeated oil/filter change insures that you have no particles drifting around in the engine.

HINT: if you are concerned about engine temperature at the 2000 rpm start up, do this. Disconnect the top radiator hose from the thermostat housing. Leave it attached to the radiator. Get a long flex hose and attach to the thermostat housing. Run this hose to the ground or a drain. Place a garden hose in the hose still attached to the radiator. Use the faucet to vary the water flow. You can control the temperature of the car. Vary the temperature between 160 - 190 degrees. It is best to have the garden hose connected to a hot water tap. This prevents a thermal shock to engine from using cold water. Warm water is easier on the engine.

TERMS:

Cam degreeing - the camshaft opens and closes

the valves. If the valves open/close at the wrong time - **BIG TROUBLE!** The valve could actually hit the top of the piston causing the valve to bend or breaking a piston. Degreasing the cam makes sure that the valves open/close at the correct moment in relation to the position of the crankshaft/rod piston combination.

Crankshaft end float - the fore/aft movement of the crank. There must be some allowance for movement or the crank would not turn freely.

Thrust washers - a flat U shaped bearing that limits the amount of end float.

Bearing clearance - the distance between the bearing and the crankshaft. The bearings do not ride against the crankshaft but are supported by a thin film of oil. When the bearing wears down, this clearance becomes larger and the oil film no longer stays between the bearing and the crank. This will cause the engine to "knock" since you now have the bearing actually striking the crank rather than being supported by the oil film.

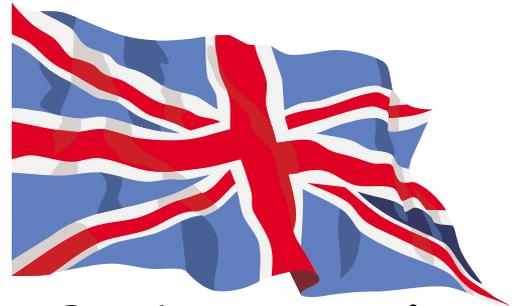
Piston clearance - the distance between the body of the piston and the cylinder wall. Same results as in bearing clearance.

Oil galleries - the passages inside the engine that allow oil to flow to various locations.

Valve adjusting - this sets the clearance between the end of the rocker arm. If this is too tight, the valve can stay open and burn. On a stock cam, always set the valves .002" looser than the book spec. In the case of the Spitfire - use .012" not .010"

NOTE; Everything in this article applies to the 6 cylinder TR.

BIO: Ted Schumacher has been 30+ years in the British car business. A former Austin-Healey/MG/Triumph dealer, he is now runs TS Imported Automotive, a full-line parts and specialized service business. To contact Ted, call 1-419-384-3022 or visit their web site at www.tsimportedautomotive.com ■



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The "Best" Upgrade to Your Spit

I recently asked readers and visitors to *TriumphSpitfire.com* if they had to pick the one thing that they did to their car that had the biggest effect on driveability, reliability, performance, ease of maintenance, etc. Listed below are their responses. It is not surprising that carburetors and electronic ignition topped the list.

Electronic ignition kit
K&N air filters
Distributor mods
Raising carb needles
Weber downdraft carb.
Rebuilt Carbs
Went to electronic fuel pump
Weber 32/36 DGV Carb
Complete suspension rebuild
Electronic ignition
Overdrive
Changed single Stromberg
Carb to twin SU's
Overdrive transmission
Electronic Ignition
Weber Carbs (twin DCOE 45's)
and Kent Cam
poly bushes on rear, trans-
formed rear handling
Brake Speedbleeders
So far, the Pertronix electronic
ignition conversion.
Smoothed out the power-
band all the way to redline.
Great investment.
Water choke to manual choke
conversion! (she floods no
more)
New ball joints at track rod
ends
front and rear suspension, and
Weber carb
weber carb
electronic Ignition
68 corvette air shocks(rear)
I put an alternator instead of
the dynamo
adding overdrive!
Weber carb.
tyres
Overdrive Transmission
adding MSD ignition with
remote timing control

Crane ignition
Weber Carbs
electronic ignition conversion
brake servo - what a differ-
ence, it stops now
radial tires
electronic ignition
rebuilt ZS carb
Electronic Ignition
Upgrades to the braking sys-
tem. I replaced the worn
master cylinder with a new
one for a Datsun 510,
replaced the rubber lines
with braided steel and
replaced the rotors with
cross-drilled rotors. The
pedal is very firm and the
car stops on a dime.
Manual choke
Rear anti-sway bar on GT6
Scrapped the Stromberg
Crane Electronic Ignition
1.5" SUs on 1500 engine
Finding a *really good*
restoration-and a previous
owner/builder who still
loves 'his' car!
Weber DGV carb conversion
Lightened flywheel
Weber DGV
Twin carbs
Weber DGV
Weber carburetor & intake
manifold
Carburetor
Swapped in a 2 liter GT6
engine
Fitting Halogen H4 headlights
with 100/80 watt bulbs. I
can finally see where I am
going!
Electric fuel pump

Electric fan
Solid steering rack mounts
Crane-Cam electric Ignition
Weber down draft
Upgraded the tires
Rebuilt the Carb
Weber Carbs
Tires: 175-70 R13's
Weber Carburetor
Weber DGV with manual
choke
Corvette air shocks
GM 7127 alternator conver-
sion
Electronic ignition
Installed a Weber downdraft
carb in place of the twin
side drafts. Amazing differ-
ence!
Lost the Stromberg carb and
bolted on a Weber
Downdraft!!!
Allison/Crane ignition
Changed 4.11 to 3.27 differ-
ential

RELIABILITY!

The one thing I did (had done) to my 1974 Mk IV Spitfire (PTL 685 M) which most improved reliability was to have the ignition switch re-fixed to the steering lock unit!

Imagine the scene! First time out after recent purchase. On first long run to swish lunch with upper crust friends. Dying to show off the new baby. Pull into a local supermarket pumps for petrol (gas). Switch off engine. Zilch!

Heart stops. Can't switch off. Disconnecting the battery would make no difference. Can't think how to stop petrol flow. Perhaps I could stuff a potato up the exhaust pipe but cannot leave engine running at pumps whilst I dash over to the store to buy one potato -especially with the queues at the check-outs!

Sheer instinct makes me feel about the steering column with vague thoughts of a loose connection. What's this? A lump of something hanging on the end of several cables. Eeks! It's the ignition switch. Peer around in the gloom beneath the dash. But there is nothing to turn it off or on. (Too dark to

spot the central slot that normally engages with the back of the steering column lock). Happily, sensitive fingers find the locating flange which ensures the switch fits the lock right way up. Manage to slide it back in and - Voila! Peace!

Fill up with juice (gas) and slink back home with

tail between legs (old English expression meaning 'filled with shame'). Go to lunch in the shopping motor (highly reliable Renault 19).

My local sports car mechanic, who keeps telling me to put the "Spit" back in the box, knows immediately of minute screw that normally holds everything together. He finds suitable replacement. Drills out and taps switch to suit and major car upgrade is complete. Reliability once more assured!

Harry Pearce
Nailsworth, England



Harry and grand-daughter (honest) in drivers seat with friend.

Next Issue's Quiz

Do You Ever Attend British Car Shows?

If not, why? If you do, do you ever display your car? If not, why?

Let us know at info@triumphspitfire.com

HANDLING

First read the competition preparation manuals - yes - they're for race cars only, but it will give you some ideas to work from. Second, read "A guide to racing your Spitfire" by Jon Wolfe 66pg (available from TSSC £7.50). A lot of information from the Wolfe book will work on your street car.

What I wanted to do with my 1972 Spitfire Mk IV was to drop the front end down about 1 1/2" and to eliminate front end lift at speed. From a side view the front end of a stock spitfire points upward. One up rated the front springs to a 330 lb. rating from the stock 220 lb. (the unsprung up rated spring is 11" tall - the stock spring is 12 1/2") Added KYB gas shocks front and rear and polyurethane all the suspension bushings (F & R) including the sway bar, end links and stock bushings. Then I added a solid mount steering rack kit (just don't hit any curbs), new tie rod ends, ball joints with the mandatory wheel alignment. The trunions are in good shape. Fitted new yokahama AVS 185/60-13 tires on 5 1/2" mini lite wheels. Tire clearance from the inner lip of the front wing to the top of the tire is about 1", but, I had to roll the inner lip of the wing in a bit. The suspension is stiffly sprung with no tire rub!

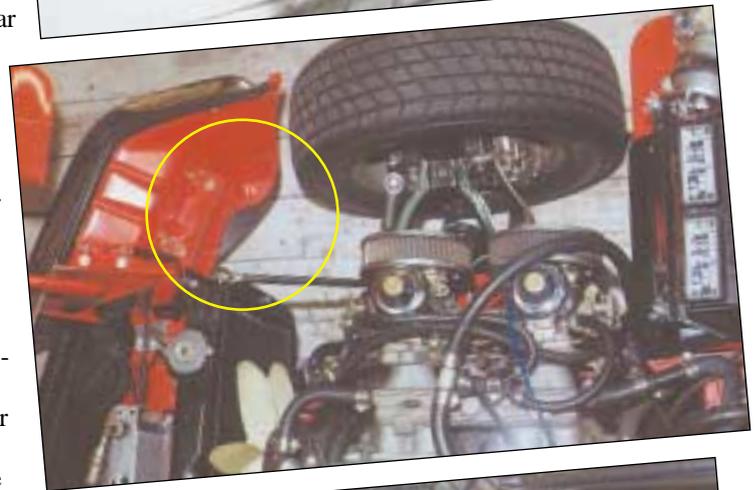
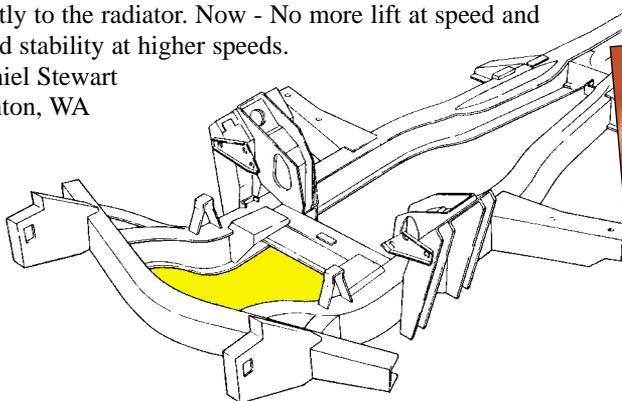
The front is now pointing down and gives the car a great look. Now to eliminate the front end lift at speed, I fitted a factory front spoiler as the MK IV's did not have one offered. But it fits perfectly. Also, I installed Part # 725670 front valance corner extension on the lower corners of the valance (offered only on German Spitfires). It is about 2 1/2" wide and gives a little more down force on the front.

Then I took a piece of cardboard to make a template for a piece of thin aluminum to fit between the bottom part of the frame to the first crossmember under the engine. Painted the bottom of the aluminum black, screwed it into the bottom of the frame and sealed the edges with black duct tape. This eliminates the air from lifting the Bonnet at speed (the front end getting light) and channel the air thru the grill/radiator. Now the bottom of the car is "flat" and the air passes under it.

The one drawback with the plate is it must be removed to drain the oil in the sump.

Also, I replaced the stock fiberboard radiator valances with polished aluminum units which then can be fitted with thick foam on the edges to give a better seal with the bonnet and channel the air directly to the radiator. Now - No more lift at speed and improved stability at higher speeds.

Daniel Stewart
Renton, WA



Where Did My Damper Oil Go?

BY JOHN GOERTHER, TENNESSEE USA

Anyone that has a Zenith-Stromberg Carburetor knows what I am talking about... disappearing oil from dashpot. Lately, I would have to refill mine weekly. Well, the fix is relatively easy, takes only an hour and can be done without removing the carb from the car.

First start by removing the dashpot plunger (A1) and screws holding the top on (A2). Carefully lift off the top as not to tear the diaphragm (A3) and remove the spring and piston assembly (A4). Inspect the diaphragm; it should be flexible with no holes or tears (B).

Next remove the needle. This is done by removing the set screw (A6) and then using your "special tool" (A7) to unscrew the needle from the top.

FYI: The needle is held in the carb by a star-shaped spring at the top (C8) and the set screw in the slot at the bottom (C10). The spring must be removed to get at the leaking seal.

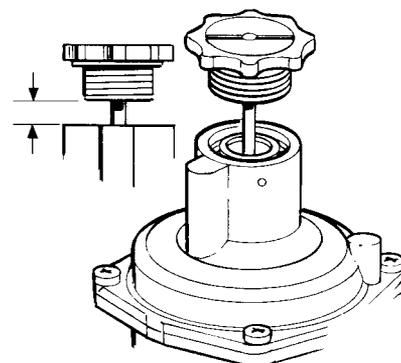
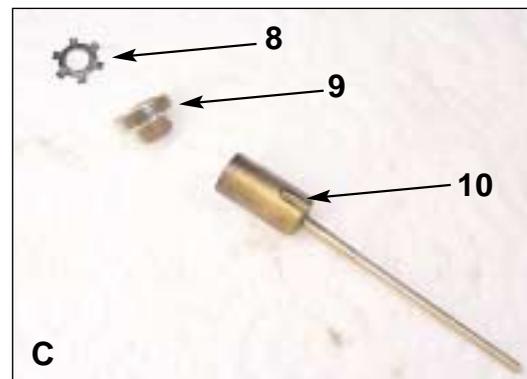
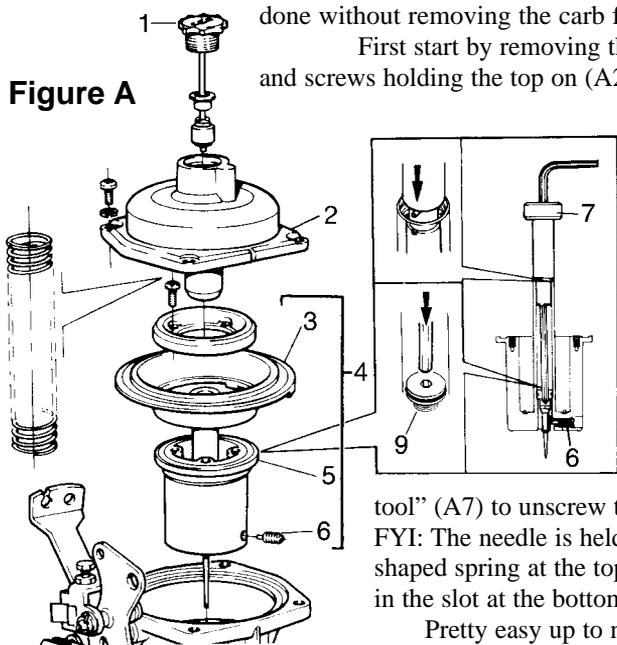
Pretty easy up to now? Now comes the scary part... grab your hammer, yes a hammer and a 1/4" metal bar (I used the non-cutting end of a drill bit). Insert the bit from the bottom (D) and drive the spring and seal holder out.

The black stripe (A9 & C9) around the holder is the seal that leaks. Replace it.

Reassembly is relatively straightforward except installing the star spring. It is difficult to drop it into the damper tube so that it lands flat. It may take a few tries to get it flat enough to press back into place (using the drill bit from the other end).

A final thing worth mentioning is the set screw does not need to be tightened too tightly as it does not actually hold the needle, only keeps it from falling out the bottom. Also take note of the tabs on the diaphragm; it goes into a specific location indicated by slots on the carb body.

After reassembly you will need to readjust your mixture again and don't forget to fill the damper with oil. Manuals recommend the same weight oil as engine (20/50) but lighter oil gives better throttle response. I am using Marvel's Mystery Oil. Correct level is achieved when resistance can be felt with 1/4" between the damper cap and the edge of the damper cover. ■



Putting the World in a Spin

BY DAN CANAAN, WASHINGTON USA

There are many references to people making their own body tub rotisseries to hold the body tub of their cars while working on it at a convenient height. By allowing you to rotate the body to a certain extent, you gain much greater access to areas otherwise difficult if not impossible to work with. It's critical to be able to hold a body tub in place securely while replacing sills, floors, or any other rotten metal on a car. Unfortunately while there are references and hints, there are no actual plans or photos of how to make one yourself. That's where this article comes in.

Small cars like Triumph Spitfires, MGB's, Austin Healeys and others fit well on this type of body stand. It's built around a pair of heavy duty engine stands typically found for around \$40 each. This entire project will not exceed \$150 and will be worth the money the first time you need to get to bottom side of your body tub. It completely breaks down and can still be used for engines. Build it nice enough and you might even be able to rent it out to fellow enthusiasts!

The materials list is more of a suggestion than a rule. Most of this project is made up as you go along since there are a lot of variables that you can run into that will be unique to your situation. These are the materials I happened to use in my project though. Bolt sizes varied from 5/16" to 3/4" in size and up to 6" or more long. Since materials will vary depending on what you have available, so too will the fasteners. I looked in the yellow pages for a metal supplier and found one that had the materials I needed. It turned out they had a yard full of scrap as well and they gave me their surplus metal prices of \$0.20-\$0.30 a pound for whatever I found. New bar stock typically can run \$3.00 a foot so it pays to shop around!

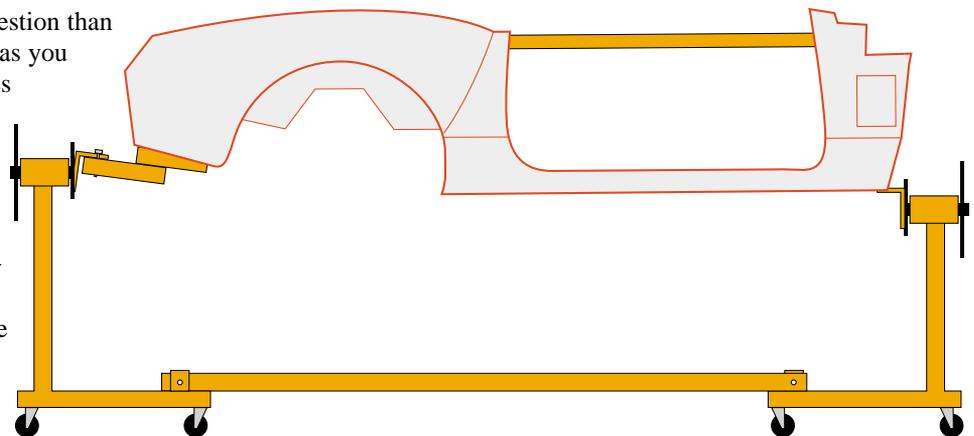
The engine stands need to be modified. All the designs I've seen so far have two fixed wheels in the back and a swivel caster in front. While this works fine if the weight is on one stand alone, it doesn't work in

pairs. Part of the reason I wanted to build this was to be able to move the whole body tub in any direction around my garage, including around the corner for storage. Those fixed rear wheels had to go!

I ground the welds for the short stub axles using a 4" angle grinder. A hacksaw could work as well, but power tools are just so handy.

There are some square U bolts out there that would have JUST fit the tubing and the available mounting holes on the caster, but it was questionable if it would work. I decided to weld it instead.

TIP! When welding with an arc welder, it is inevitable that metal will splatter and get everywhere- including inside of the caster which required a lot of cleaning for it to swivel freely. After doing that to two wheels, I figured out that I could use twisted copper wire to wrap around the exposed joint forming a gasket. When I welded these casters, nothing got inside and it kept the cleaning job to a minimum.



Materials List

(2) Engine Stands 750 pound capacity minimum	\$39.99/ea	Harbor Freight
10' of 4" angle iron, 1/4" thick wall.	\$10.00	Surplus metal yard
10' of 2"x3" rectangular tubing, 3/16" thick wall	\$8.00	Surplus metal yard
4-3" industrial casters	\$4.00/ea	Ace Hardware
Misc nuts and bolts	\$10.00	Ace Hardware
Chevy orange engine paint	\$4.00	Ace Hardware
6 feet of 1" angle iron	\$10.00	Ace Hardware
	\$137.98	

Fabrication is pretty simple. The front bracket is made of the 4" angle iron cut just a bit wider than the two front body tub mounts. The bracket is bolted to the engine stand using the 3/4" bolts that come with the stand for use with the original engine mounts. 5/16" bolts 1.5" long are enough to hold the body tub securely at the original mounting locations.

The body mounts in front are the lowest point on the body tub at the firewall so when you mount it this way, you still have full access to the entire front of the body tub. Handy!

The rear bracket is a mirror of the first, but the angle iron is cut to 47" long. I drilled and mounted the angle iron to the engine stand the same way as the front was done. The next step was to come up with a way to securely attach to the body but not block any painted body work. I found that the rear bumper mounts on Mk I-III Spitfires would allow for easy attachment if I made an offset bracket.

Using two pieces of rectangular tubing, I was able to weld up the assembly. The upper piece is 10" long while the lower piece is 12" long. They overlap by 5" and it is there that you drill two 1/2" holes all the way through the entire assembly. I used two 6" bolts to mount through the tubing. I did weld this tubing together, but I still rely on bolts when I can.

Hold the bracket up to the bottom of the body tub and mark the hole locations from inside the boot area. If you look carefully, you'll see I also welded a pair of small angle braces to the main crossmember to keep the brackets from shifting laterally when the body tub is rotated.

Here is the total area covered by the bracket inside the boot. This is where the steel brackets usually sit for the bumper mounts and is a very strong location. I don't give measurements since this may be unique on your car if it has ever been



in an accident and is no longer stock.

The brackets are bolted to the main crossmember with vertical bolts through the top part of the angle iron. This means all the weight of the tub is pulling against the bolt forwards and pushing against the bottom part of the angle iron. A good reason to use 1/4" thick bar stock! Anything less would be prone to twisting with the body weight.

By using bolts instead of welding these brackets, I can fully disassemble the entire affair. There are smaller right angle braces on the underside of the angle iron that keep the arms from moving laterally under load.

Note the piece of angle iron welded to the bottom. This is to hold a piece of steel (the remainder of the 2x3 tubing) to connect the two stands at the base. This is CRITICAL. Otherwise when you go to move the whole assembly with a body tub in place, the two stands will fight against each other by moving at different times. This ties them together into one stronger unit.

Here you can see the lower brace in place when the stand is in use. Note how the brackets tuck under the rear valance and leave it completely clear so that you can work on the body without anything in the way.

Here's the whole assembly all finished up and ready to be put to work. I painted all the metal

with Plasticote Chevy Orange engine paint. It's tough, resists most solvents, and works well. Best of all, it matches the orange of the stock stands so it looks good too.

Because a convertible gets most of its strength from the chassis, it is crucial to provide a brace across the door jambs to prevent the whole thing from folding up like a taco when you lift it off the chassis. It doesn't take much to tweak it enough to give you door fitting headaches later. A simple 36" piece of angle iron bolted between



the jambs works well. I cut and bent the brace a bit to make it fit closer to the body tub, then welded it.

Once done, it was bolted in place. Note the bright orange color meaning it's another piece of shop equipment.

Using an overhead hoist I was able to bolt the front stand into place and then the rear. Once that was done, connect the brace at the bottom to connect the two and you can safely disconnect the overhead hoist. It is now a mobile work platform.

One chassis plus one body tub equals one Spitfire! Hmm, I wonder if I could build a rotisserie for the chassis too

Tilting is delicate. The stands have stops at certain angles, but they are pretty extreme. The tub cannot rotate 360 degrees. The center stands for the engine stand would have to be about six inches taller to clear the lower mounts, but that puts the body work too high for me to be comfortable in working.

This is the stock angle position for the engine stand and for me it's just fine. This gives very good access. I may add outriggers to the stands to keep it from tipping over though. It's stable now, but if it leaned much more, it could go over and I'm wary of it. Easy thing to add.

Easy to replace sills when the whole bottom of the car is at chest level.

Imagine banking your car on the high banks of Talledega! with this stand you could, but I wouldn't advise it.

One of the main reasons I wanted to build this stand was to allow me to turn the body tub sideways in the garage and allow me to have a work area to rebuild the chassis. It's a success! it was an easy project, though longer than anticipated and took a toll on some drill bits, but it's a good project to build your own shop equipment. It has a lot of possible future uses and I now have something that makes working on the car that much easier.

Good luck in building your own rotisserie! ■

Spitfire Tub Removal Checklist

**BY BRYAN DICKSON
& HOWARD BAUGUES**

- Disconnect bolts holding tub to frame**
Early Spits: 12. Later Spits: 26 bolts, 20 from the top and 6 under

Engine bay:

- brake lines from PDWA**
- battery cables**
- headlight etc wires from the barrel connectors in the bonnet (mark them, notes on masking tape and attach the tape)**
- wires going between sensors and front harness (temperature, oil etc)**
- ignition wiring (from coil and electronic ignition, etc.)**
- any remaining wires to wiring harness, and loop out of the way.**
- reverse light wiring from transmission**
- steering column at steering rack**
- accelerator/choke linkage**
- clutch lines from clutch M/C**

Interior:

- gear shift knob and loosen boot**

Under Rear of car:

- handbrake cable**
- fuel line at the tank (and plug it or empty tank, latter is preferred as that makes the tub lighter to lift)**
- vent line to carbon canister (later models)**
- exhaust hangers**
- radius rods**

Optional:

- seats (weight reduction)**
- transmission tunnel/dash brace**
- boot lid (weight reduction)**
- battery (weight reduction)**

"Installs In Less Than An Hour!" ...sort of

BY KENTON TOWNER, SOUTH CAROLINA USA

Well, I finally went ahead and did it. After a year or more of talking about it with friends, acquaintances, any body that pretended to be interested - I finally installed a Crane XR700 in my spitfire. Not just the XR700, but also the PS20 coil and 8.5mm ignitions wires as well. And though for me the longest part of the process was deciding to do it, the hardest was adapting the optical trigger system. In short, don't be concerned if it takes more than an hour to install the Crane unit if you have been considering the modification. I believe the several days of deliberate handy-work to adapt the XR700 was worth the wait and effort.

There is naturally more to the story. All of my projects seem to have a history, or in human terms, baggage. Originally my late model spitfire came equipped with CEI, or at least it did when I purchased it many years ago. Not long after I acquired the car, while at college in Knoxville, the amplifier died and the mechanic suggested conversion to mechanical points. Apparently the modules were not available at the time or the shop's parts man didn't know where to look (they specialized in German vehicles). In these days before the Internet I only knew of two parts

sources. Neither had the required part. Being in a hurry to get back on the road and living on a student's budget, I agreed. Away went the Lucas 45D4 and thus began a decade of reliable, be it maintenance intensive, motoring.

Over the years and moves my original 45D4 had been misplaced. As a starting point I sourced a new unit from Broome's Classic and Sports Car Garage here in Columbia, SC. It was in fine condition requiring only a strip down and cleaning. At this point the project was going too well. Murphy (or maybe the ghost of Lucas) had to be around the corner.

It began when I picked up the phone and ordered parts. Well, more accurately when I opened the parts boxes after they arrived. I had expected Lucas tune up parts to finish up the project but was informed by my favorite supplier that these were out-of-stock. Not the end of the world, just a small disappointment. More disappointment followed. For some reason (probably price) I had chosen to purchase the Crane kit from a large, unnamed company in the Midwest. They had mislabeled their Crane items and sent a unit with a magnetic pick up. It was the right number - wrong stuff. After having the devil trying to exchange it I was informed much later that the item was out-of-stock. Two really nice weekends were lost before I had given up and found another source. Three days later a small box arrived at my office. The back panel of the ignition kit said "Installs In Less Than 1 Hour!" perhaps foreshadowing the weeks to come.

I'm still like a little boy with a new toy when I get parts. Getting out of the office at a normal hour is typically a challenge. Something always seems to pop up at the end of the day and require my attention keeping me at work late. But not that day, I was on the road home just after 5:00

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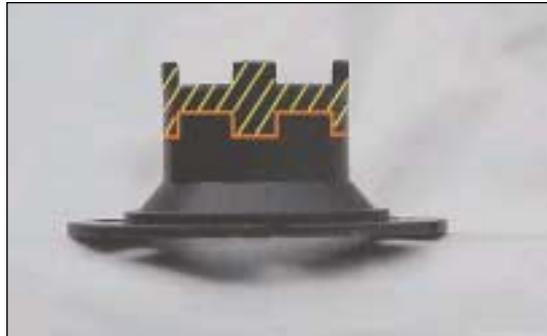
PM. I was even going to skip going to the gym that evening to get a head start on building up the distributor. That was until I sized up the situation.

First thing I noticed was that the supplied optical trigger bracket didn't match up just right with the existing holes on the distributor breaker plate. Neither would the original breaker mounting hardware work with the optical trigger. It had to be replaced. Unable to trust just tapping the holes on the breaker plate and seeing no other way, I drilled out the breaker plate and inserted



some small machine screws through the new trigger bracket and breaker plate. The nuts and screw ends had to be ground down so as not to interfere with operation of the moving plate located just under the breaker plate. This was the most time consuming part of the fix. I used a very small, battery operated hand grinder trying desperately not to mangle the moving plate too much while I was working the screws and nuts down. Several overnight battery recharges were required before I was satisfied with my work. Actually, one screw head also had to be ground down a few mils so that the optical trigger would seat properly.

This looked as if it would work until I placed all the parts loosely together to check for clearance. Even with the trigger bracket all the way back on the adjustable side the shutter required more room to pass unimpeded through the optical trigger. Again, the grinding tip was needed to extend the range of the bracket. Just a little contact on the inside of the mount's screw hole was enough to get the required clearance. It sounds easy now that it is spelled out here on paper.



However I must have spent hours examining each possible modification, trying some and eliminating others to get to this point.

Second problem, the Crane shutter was keyed differently and was somewhat longer than the timing rotor it was to replace. This was actually easy and almost painless to remedy. I only cut myself one time as I whittled away at the shutter with a razor knife. The photo below has been annotated to show what modification had to be made to the shutter for proper fitment in the distributor.

Once these few modifications were made to the parts that fit in the distributor, it can honestly be said that the XR700 can be installed in about an hour. The system is easy to hook up – perhaps foolproof. I was able to crank the car right up and almost in perfect time immediately after installation. If that isn't foolproof, what is?

It isn't a perfect set up, at least not yet. The current sensing tachometer gets a little crazy when I tap the brake at high speeds or use the signal to change lanes. For the most part, the tach as provided good readings when I've needed them. It is just a little disturbing to see the needle bouncing around on occasion. I'll work on isolating this using some of the suggestions offered by CraneCams in the instruction booklet.

Overall I'm very satisfied with the performance of the Crane XR700. Many of my old friends may be disappointed to hear that I didn't "keep it British" and introduced a foreigner (from Florida no less) into my little Spitfire. But you know what, my little friend is more reliable, efficient and economical now. Therefore it is more fun to drive. In the long run, isn't that why we chose these cars in the first place. ■

Detailing the Interior of Your Spitfire/GT6

BY SUSAN HENSLEY, TEXAS USA



Now you have detailed the outside of your Spitfire or GT6 (Detailing Your Spitfire/GT6 appeared in the last issue), what about the inside? It's no fun to have someone hop into your car and be disgusted because of the gum stuck to the carpet, fast food leavings, and spilled Cokes all over the interi-

or! Well, read on — following is the article that will help you make the inside of your car match its nice clean outside!

To begin: always clean from the top down. This way any dust or debris that you dislodge will land on an area that has yet to be cleaned, and you

won't be continually trying to pick stuff off your clean upholstery.

Be prepared with a Shop Vac or other means to vacuum your car, Armor All or other vinyl/leather/plastic protectant (Lexol works well for leather), Windex or other glass cleaner, warm soapy water and a wash rag, a soft paintbrush up to about 1" diameter, a razor blade, and paper towels.

If you have a GT6 or hard-top Spit, clean the headliner first. I use a soft dry brush to gently brush it if it needs it. If there are spots or stains, a commercial stain remover product may work.



Secondly, wipe the dust and dirt from the top of the dashboard and areas on your dash that collect dust (like the bottom edges of your gauge rims and the tops of your grab rails) with the dampened wash rag. Check other areas that may need preliminary cleaning where hands may have left dirt and oils with repeated usage, like door pulls. Remove accumulated dust from crevices and nooks with the soft paintbrush. Scrape any old stickies from the windshield that may be left over from past inspection stickers with the razor blade. Clean the inside of the windshield and the windows with the glass cleaner and paper towels. Windex has a great new no-drip formula that does not run down the glass, and therefore does not get on the fuzzy seals and get smeared back on the window when it is lowered. I recommend spraying the Windex onto the paper towel and not onto the window anyway, so over-spray does not get on the rest of your interior.

Use the protectant to wipe the top of your dash and other trim around that area. This will impart a nice shine. Be careful to wipe down the protectant on top of the dash with a dry cloth or paper towel after applying — if left on at full strength, it can reflect in your windshield and make it hard to see out, especially in bright sunlight.

Next, clean your gauge faces with glass cleaner. A little bit will do! Again, spray onto the paper towel and not onto the gauge face. If your gauge rims are chrome, you can polish them with a clean soft rag. If they need more help than a light polish, use a little metal polish to make them nice again. Be careful to follow directions and don't get it on your dash. You can also use the metal polish to polish chrome door handles and window cranks. If you get too much into the crevices, a small stiff brush will remove it. If you have air vents in your dash, brush the dust out of them with the soft paintbrush.

Now for the upholstery. If you have cloth seat covers or inserts or cloth door panels, you can use a product like Woolite Heavy Duty Carpet Cleaner to take spots out of the fabric. Using it over the whole area from time to time will help keep the

fabric clean and in good condition. Follow the directions on the can carefully and make sure to test an area before you apply it overall.

Armor All makes a vinyl cleaner that works well on vinyl seats, tops, covers and door panels. I use a medium-to-soft bristle brush to carefully scrub dirt out of the minute creases and wrinkles in the vinyl. Just wiping around with a cloth doesn't get all the dirt from the crevices. Gently pull piping forward or back to brush the crevices where it meets the main seat. Remove seat bottoms to clean them thoroughly — dirt and junk can get ground in where the back meets the seat bottom. (Leave seat bottoms out for when you vacuum the car.) Use Lexol or other quality leather cleaner for cleaning leather upholstery, following the same procedure with the soft brush for crevice cleaning.

Now the final step — cleaning the carpet. I use a little Shop Vac with a brush and a crevice tool, but you take what you can get — car wash vacuums work fine too but are a little cumbersome with their big nozzles. Remove any floor mats and clean or vacuum them outside the car. DO NOT use ArmorAll or other protectant liberally on rub-

ber/vinyl floor mats! I don't use it at all. It is really disconcerting to have your feet slip off the pedals due to your heels skidding on the slick surface! Be sure to vacuum under the seats and in all the crevices around the floor. I use the brush adapter to get up stuff that may cling to the carpet. If you have stains or spills you may want to have your carpet cleaned or use a wet/dry vac and a good wet cleaner. Be sure to let it dry before you use the car, and vacuum the carpet right after it dries to stand the pile back up properly. If you live in a damp or humid climate you might want to run a fan into the interior of the car to make sure moisture does not stick around and cause rust under the carpets.

If you didn't do it while you were cleaning the outside of the car, wipe down your door sills and seals while you are working in the car. I generally do this as a last step of the car wash with the damp cloth, but this is a good time for it too.

Voila! You should now have a beautiful ride you can be proud of! (Okay, even prouder...) ■



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Spitfires At Mosport

STORY AND PHOTOGRAPHS BY GREGORY HERTEL, TORONTO CANADA



live bands, a vendor's alley and parade laps around the racetrack for anyone wishing to tour the race course. This weekend was also part of Mosport's 40th anniversary season, and, thanks to the Panoz Group who purchased the facility three years ago, and initiated a program of site re-development, the track and site facilities have never looked better.

One of the best aspects of the event is the free and open access spectators have to the paddock to look closely at the vintage racecars, talk to the drivers and watch the teams prepare their racecars. All of the racecars at this event were produced before the cut-off date of December 31, 1972, regardless of make, model or engine size, and are categorized by Race Group as determined by SVRA. (Sportscar

On the weekend of June 30 and July 1, 2001, VARAC (Vintage Auto Racing Association of Canada) held its twenty-fifth annual Classic Vintage Festival at Mosport International Raceway, located about 100 km east of Toronto. This year's event attracted over 180 vintage racecars from all over Canada and the northeastern United States.

The weekend also included a "Show and Shine" display of classic automobiles of all makes and models,



Vintage Racing Association - see www.svra.com/groups.htm

Among the many racecars and "Shine and Show" participants, there were a few vintage Spitfires present both on the track and on the display field.

Of all the vintage Spitfires on the display field, Dick and Val Lloyd's, of Haden Ontario, beautifully restored cherry-red Mk 1, was a real treat to see for any Spitfire lover. Their thorough and sensitive restoration of this somewhat rare car is wonderful story which I hope to tell in a future issue.

On the track, a pair Spitfires did their best to

uphold the racing tradition of the marque. Sadly, one of the two racing Spitfires in attendance, a yellow-striped BRG Mk 2 owned by Vintage Racing Services of Straford Conn., blew a head during a practice session and was unable to race.

The other racing Spitfire, a bright red 1963 Mk 1 (# 49) owned and driven by privateer, Russ Moore of Brooktondale, N.Y., unfortunately, fared little better as the alternator failed the morning of the race. (Lucas, Lord of Darkness struck again.) Russ had placed fourteenth out of a field of forty during qualifying the day before, but a torrential rain and near hurricane conditions the morning of the race also added to the obstacles which kept him from racing.

Russ, who is a computer systems designer and engineer by trade, has been campaigning his Spitfire on the vintage circuit for thirteen years. He also operates Twin Pine Restoration, a vintage British motorcar restoration and competition preparation service, and, he regularly completes technical inspections of vintage racecars on behalf of the SVRA. He also owns a rather impressive stable of vintage sports cars which includes:

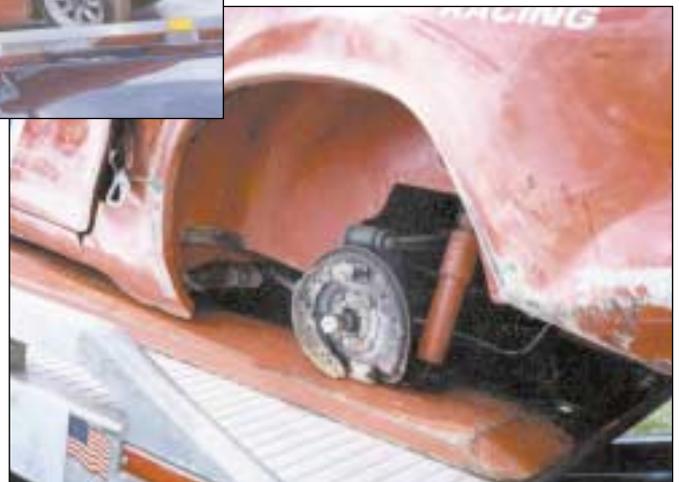
an MGA, a TR3, a TR4, a TR250, a TR6, a GT6, an E-Type Jaguar, a Porsche, a Shelby Mustang, a C4 Corvette, a Ferrari and a couple of Minis.



Russ' Spitfire competes in Group 1 of the SVRA classifications which includes, "Recognized series produced sports cars and sedans in production prior to 1973 displacing less than 1300cc." His Mk1, 1296cc, runs with two twin Webers, stock pistons and crank and an up-rated camshaft. The car had an extensive rebuild after a serious accident at Summit Point, West Virginia four years ago where Russ rolled the car and broke four ribs. (Ouch!) The year-long rebuild included the replacement of the old swing axles, a new fuel cell, an up-rated fire extinguishing system, steel bulkheads, adjustable racing shocks, a new rear quarter panel, new doors with steel reinforcements in them, and a new Mk 3 bonnet.

For Russ, the competition on the track is secondary to the the comradery and friendship between the drivers on the vintage circuit, who often help each other out with repairs, parts and technical advice. There is a real community bond amongst the drivers who place having a good time racing, over winning. He likens his participation in vintage racing to "... kids playing in a sandbox forty years on..." and indeed, the wide grin and on his face, and infectious enthusiasm for the sport, as he showed me his Spitfire, were an testament to that fact.

Best of luck, Russ, as you continue to race your vintage Spitfire. Anyone wishing to catch up with Russ can next see him race at Watkins Glen the weekend of September 8 and 9, 2001. Hopefully we'll see you and other Spitfire owners at next year's Classic Vintage Festival at Mosport. ■



ADU 7B, Interview with Michael Moenstermann

BY JEREMY WHITEHEAD, GEORGIA USA

Michael is the current owner of ADU 7B, one of the original Triumph Spitfire factory works rally cars. Michael, who lives in Germany, recently found and purchased 7B in France. The car had been stored for a number of years in a barn and needed a complete restoration. Michael rescued the car and sent it to Jigsaw Racing in England for body restoration work which is currently in process. Below is an interview I conducted with Michael about his experiences in finding and restoring this famous Triumph race car.



ADU 7B as found in France in 1996

JW: What first got you interested in the Triumph Spitfire works race cars?

MM: Since I was racing a MK I Spitfire I was interested in the racing history of the works Spitfires. There was (and is) not much known about them except the chapters in some of the Spitfire books and more detailed information about the technical aspects of the cars were really hard to find. The more I read

and try to find information about them the more I got hooked, but the whereabouts of the cars were at this time only rumors. The only known cars at this time were ADU 4B in the US and ADU 8B in Japan.

JW: Michael, I understand that you found ADU 7B in a barn in Northern France. How did you come to find it there?

MM: I saw ADU 7B advertised in a British classic car magazine in 1998 by a French classic car dealer. I picked up the phone immediately, made a date, grabbed my books and some money for a down payment and drove the next day down to Lille in northern France. I saw the car, tried not to look too nervous, negotiated the price a little bit and bought it.

JW: What was the owners story of how the car came into his possession?

MM: I found that out later when the car was already in my garage. The car was sold after the closedown of the competitions department in 1966 to the French Triumph importer Voitures Monceau in Paris. He passed the car onto the French race driver and Triumph dealer Roger Barbara in the Lille area with the obligation to promote the car in a certain number of events. He did so and installed at some point later a GT6 engine in the car. The car was

sold then into private hands at the end of the 60ties and was the last time registered in 1973. It was put in storage in the owners barn then. A French Triumph enthusiast started to search for the car in the 90ties and located the car about 1996 still in the area. The owner knew what he kept in his barn and the French enthusiast couldn't afford to buy it. He passed the information onto the Triumph Sports six Club in the UK and a number of people came to see the car, including Graham Robson and an ex works driver. I think the more people came to see the car the more the price went up. Finally the French classic car dealer bought it in 1996. The car was first mentioned in a British classic car magazine in 1996 and was advertised after that sometimes. The Triumph scene didn't mentioned the car and amongst some insiders the rumor was spread this car was a replica. The source of this rumor was probably Graham Robson who stated in his Works Triumph book that ADU 7B was in the UK since the 70's. Later it proved that this car is a replica build from some works spares by a competition department member.

JW: Did you have any problems convincing him to sell it to you for a reasonable price?

MM: No, I think I was the very last one in a long row of people who were interested in the car. I think some people went quiet about the car hoping the price would drop over the time. But I think I paid a reasonable price.

JW: Most people only dream of encountering a find like this, what were your initial thoughts when you first saw the car?

MM: From what I knew already from the phone I was in doubt how original the car would be and how the overall condition would be. My first thought was, yes it is the real Mc Coy, even if I couldn't prove it at that time. I walked around it looked at every detail and could feel somehow the history of it. There were many things which reminded me of the pictures I saw in the books, like the huge petrol filler cap, the steering wheel and I was relieved that the

original aluminum head was there. Without the head I wouldn't have bought it (probably) because I knew that it was almost impossible to find one.



JW: *The car still had some of it's original racing equipment that came with the car. What special equipment originally came with the car and how much of it is still missing?*



MM: The major items were all there although the original drive train was replaced by a standard unit.

There came some parts with the car like the aluminum cylinder head, Weber carbs, a works gearbox and camshaft and other bits and pieces. The interior looked quite complete but all the expensive instruments like the clock and the Halda were missing. Seats, dashboard, long range aluminum petrol tank, door panels, roll bar, everything was there and seems to be in good condition. I already had the special rev counter at home (0-8000rpm dial) and found in the meantime the special clock and the Halda, the special Lucas light equipment as well as some other small unique components from the dashboard. I was able to find all the missing parts and some parts were made to order like the wiring loom. The build in headlamp pods which were cut out at some point were still in the boot and the middle section of the bonnet is now back in the proper shape.

JW: *As I understand it, you reside in Germany, however the body is currently being restored by Jigsaw Racing in England. Could you please tell us how you came to choose them for the restoration?*

MM: I met Mark from Jigsaw via the internet. He has the same passion for the works Spitfires. He is currently building a Le Mans replica for himself. He has a very good source for building and repairing aluminum panels and is taking care of every detail. England is well known for its knowledge in restoring classic cars and source for British parts so I decided right from the beginning that the delicate work should be done in the UK.

JW: *How authentic are you going with the car in terms of restoring it?*

MM: As close as possible, this has grown now to an obsession. No modern upgrades or modifications will be made. I spent a lot of time with searching for pictures and information about the original specification of the car. Although some parts will be different like some internal engine parts. As the original Salisbury limited slip unit is missing I will use a Quaife unit (until I will find the proper one). I have the original Armstrong adjustable shock absorbers but they are worn out and it is very difficult to overhaul them, so I installed Koni dampers which were also used during that period. Another almost impossible to find part is the original rubber carpet used on the early Spitfires, so I will use here a later pile carpet. Most of the remaining equipment will be left as it is, even if it is not in perfect condition like the seats and door panels.

JW: *I understand the works rally cars had aluminum bodies with fiberglass hardtops as opposed to the steel bodied production cars. Has this presented any special challenges in the restoration efforts?*



The interior as found. The drivers seat is a special item made by Restall from Birmingham. The b-post still shows the original color powder blue. The space behind the seats is occupied by the huge 18 gallon petrol tank.

This aluminum cylinder-head is of complete different design, even compared to the Stage II 8-port head. Note the elongated, oval inlet ports. The circular plate on the back gives access to a removable water jacket.

The three works rally Spitfires in Coventry as prepared for the 1964 Tour de France ADU 7B won it's class in this event.



MM: Actually the rally cars had a steel body with outer aluminum panels (bonnet, doors and rear wings). I learned that it is difficult to repair dented aluminum panels, so one door skin was replaced as well as the middle

section of the bonnet. Fortunately there was no contact corrosion between the aluminum and the steel panels. It was quite easy to remove the fiberglass top because it is sealed and bolted to the body.

JW: This particular car won it's class in the 1964 Tour de France and came in 10th overall. What other rallies did this car compete in and how did it fare?

MM: ADU 7B is the most successful car of all the works Spitfires. It competed in 5 events: 1964 in the Alpine Rally (3rd in class), Tour de France (1st in class, 10th over all), and Geneva Rally (1st in class) and in 1965 in Rally Monte Carlo (retired) and the Alpine Rally (retired). In 1966 and 1967 it competed in some French events.

JW: The rally cars were different than the LeMans cars in that they were specially equipped with extra lights as these cars were raced on public roads in all weather. What other equipment distinguished a works LeMans car from a works rally car?

MM: The main differences are the full aluminum body of the Le Mans cars and the different styling of the bonnet. The Le Mans cars used (in 1965) special light weight chassis frames, the rally cars used strengthened standard frames. The differential ratio of the rally cars were shorter for better acceleration (0 to 60 knocked down from 17 seconds to 10 compared to a standard Spitfire) as the one for the Le Mans cars were longer for maximum top speed for the long straights (134mph to 95 on the standard Spitfire). The Le Mans cars had a special light weight shovel in the boot for the case that the driver had to dig the car out of the sand banks which were piled up in some of the tight



bends. There was also some different developments from 1964 to 1965. The rally cars used the aluminum head already in 1964 whereas the Le Mans cars used the cast iron head in 1964 and the aluminum in 1965. The rally cars used in 1965 a prototype 1296cc engine which were a forerunner of the engine introduced later in the 1300 front wheel drive Triumph saloon and the MK III Spitfire, the Le Mans cars used in all 3 events the 1147cc engine.

JW: It's been suggested by many that these rally cars were the forerunners of the GT6 that came along in 1967. Based on what you have learned about your car, would you agree with that assessment?

MM: No, that's not true. The PR-department used the phrase "born in Le Mans" for the first sales literature of the GT6, but the GT6 was already developed and a prototype was already finished when the work on the competition cars begun. Actually the shape of the Le Mans roof was taken from this prototype.

JW: What are your plans for this car after you finish the restoration?

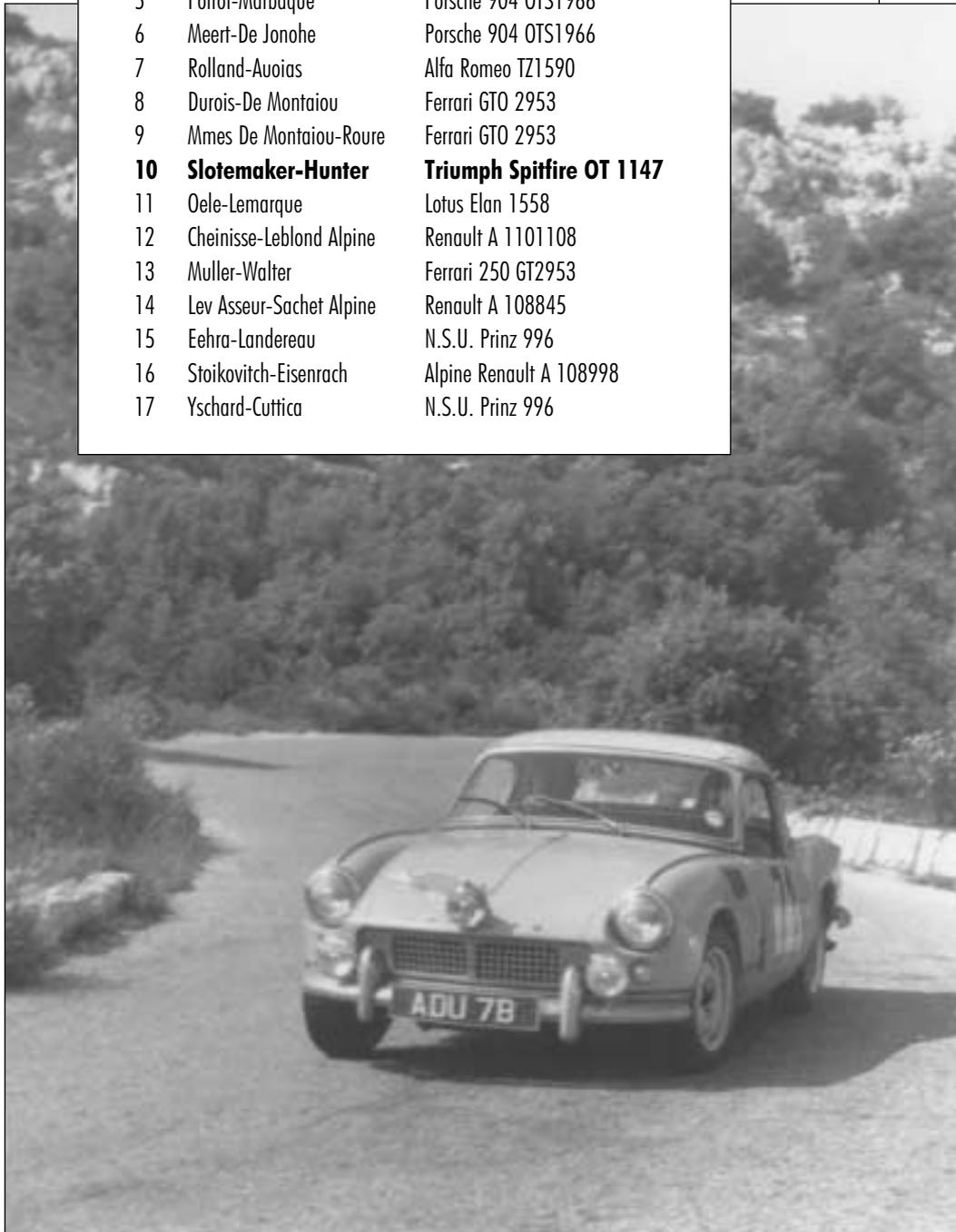
MM: It will go definitely back to rallying. The good thing is that the car does not need to be modified for rallying like what would be mandatory with a Le Mans car (FIA roll cage and other safety equipment). As I am not an experienced rally driver I will start with smaller events and may be later I will go for some events the car competed in the old days, like the Alpine Rally or Geneva Rally.

Michael, thank you for sharing your experiences with us. I know as an early Spitfire owner myself, this has been particularly interesting. It is certainly nice to see that someone has taken an interest in Triumph's historic racing past and is trying to preserve a piece of it. Congratulations, and good luck with the project.

For those who have a further interest in this car, Michael's website, www.triumphspitfire.de, is dedicated to ADU 7B. ■

1964 Tour De France

<u>Pos.</u>	<u>Driver</u>	<u>Car</u>
1	Bianchi-Reroer	Ferrari GTO 2953
2	Ouichet -De Bourbon	Ferrari 250 GT2953
3	Euchet-Linoe	Porsche 904 OTS1966
4	Klass-Wuetherich	Porsche 904 OTS1966
5	Poirot-Marbaque	Porsche 904 OTS1966
6	Meert-De Jonohe	Porsche 904 OTS1966
7	Rolland-Auoias	Alfa Romeo TZ1590
8	Durois-De Montaiou	Ferrari GTO 2953
9	Mmes De Montaiou-Roure	Ferrari GTO 2953
10	Slotemaker-Hunter	Triumph Spitfire OT 1147
11	Oele-Lemarque	Lotus Elan 1558
12	Cheinisse-Leblond Alpine	Renault A 1101108
13	Muller-Walter	Ferrari 250 GT2953
14	Lev Assueur-Sachet Alpine	Renault A 108845
15	Eehra-Landereau	N.S.U. Prinz 996
16	Stoikovitch-Eisenrach	Alpine Renault A 108998
17	Yscharde-Cuttica	N.S.U. Prinz 996



In Search of the Spitfire Model

BY FRED GRIFFITHS, PHOTOS BY WENDY GRIFFITHS, CALGARY CANADA

Like many other Spitfire and GT6 owners I like to have a model of my car on my desk to admire when I can't be in the garage. (I also have a photo of my wife beside it!) I wanted a red one too, like Howard Baugues, to match my real car, but haven't ripped into my Chronos model MK IV yet to repaint the BRG. So I thought I would look for a



John Roff checking parts for the new 1/24 scale Spitfire master



plastic glue-together model I could do in my own colour scheme.

While on a driving holiday through England I tried every auto museum, toy shop and model den in the country (well a lot anyway) asking for plastic models of Spitfires. The answer was always the same - "No, none have ever been made." A very few shops had die-cast models, already assembled, as mentioned by Greg Hertel (in Spitfire & GT6, Vol 2, Issue 1), but again none had do-it-yourself models. I kept on looking.

At the Auto Museum in Llangollen, Wales I heard about a plastic toy factory right in the town, so went to ask for myself. In the Lower Dee Exhibition Centre I found the Dr. Who Exhibit, the Model Railway World and the Dapol Toy Company factory (www.dapol.co.uk). This looked interesting.

On paying my 5.95 GBP entry fee I found myself in the Dr. Who exhibit with directions to the "Toy Factory". It seems you can't do the toy factory tour without one of the others. After seeing enough Daleks and other sci fi monsters to last a lifetime, I finally ended in the basement factory. I was the only visitor, and although it was lunch break and none of the machines were operating, I did get personal explanations and demonstrations of how Daleks and railway carriages are made. I was shown the injection moulding machines which exert 180 tons force

on the moulds to keep the molten polystyrene plastic from leaking out. I was told how the moulds for the various toys were spark eroded by computer controlled robots (in overseas countries) to the correct depth and detail to give perfect results - at a cost of tens of thousands of pounds each. The factory foreman, actually a forelady, showed me how the pieces, be they space aliens or railway goods wagons, were masked with hand formed copper shields for detailed spray painting.

But when I asked about Triumph Spitfires, the answer was "None". I was shown their range of Highway Pioneers, 1/32 scale plastic models first made in the USA in the in 50's. Apparently Dapol Toys bought the moulds when the models went out of fashion in the USA, and now make collectors editions of the toys. Twenty three models depict the history of motoring from 1901 to 1953 - so, no Spitfires. The search continued.

Then while driving through East Sussex, I stopped at Hastings, the home of K & R Replicas. I took a chance and called their number asking to meet the owner with an eye to writing an article for Spitfire & GT6. John, as he simply introduced himself on the phone, agreed and gave me the address - an address not publicized, as K & R operate strictly by mail order or through retailers.

On finding the right house, I met in person John Roff, the 'R' of K & R Replicas. Over a cup of tea John explained how K & R started as a partnership 23 years ago, more as a hobby than a business proposition. At that time all the models were made in 1/43 scale. In the intervening years the partnership split, with John keeping the company name and many of the models, including Triumph, Austin Healey, and Jaguar among others, letting MG, Rolls Royce and Alvis go with the partner. Through the years, John acquired from other companies the moulds and rights to produce other models in both 1/43 and 1/24 scale. Now, K & R Replicas is strictly a family business with John, his wife Rose and one of two sons, Stephen.

With history out of the way we got down to talking technical details. John explained that, usually, the master for a new model is made out of a special plastic - by hand! Carving the intricate details found in a 1/43 scale model can take up to 3 months by a very skilled model maker. From this original,

moulds are cast in a special rubber material. This material can withstand the temperatures of molten white metal used to make the actual model parts. As each model can contain 27 or more parts, from the main body down to the tiniest part like a gearshift lever or side mirror, many different moulds have to be made to complete one model. John explained that he uses a higher than usual percentage of tin in his white metal, which allows better detail of each tiny part. Some of the parts like



bumpers and mirrors are sent out to a plating company, and come back shiny and ready for assembly. All the other metal pieces will require finishing and painting. I've never owned a die-cast model and as I handled the tiny bits was amazed at the detail that can be reproduced.

Once all the metal parts are ready, John produces the clear windshields and side windows on a vacuum forming machine in his workshop. Of course each model requires a different size and shape windshield, and may or may not require side windows, resulting in a large range of different moulds to be kept on hand. The next step is to produce the tires (or tyres as the British say it). This time John uses an injection moulding machine with different moulds for each size and type of tire. The current K & R catalogue contains 48 different tires, including tires for older Dinky, Corgi, and Minic Motorway models. Again, I was amazed at the detail, right down to the lettering on the sidewalls.

And while speaking of tires, John then showed me the photo-etched wire wheel kits. These consisted of 7 pieces for each wheel, plus tire! The inner and outer spokes are paper thin stainless steel sheet, photo-etched completely through, leaving wire-like spokes. These are then formed into a shallow cone shape, giving the wheel strength - just like a real one. A die cast metal knock-off completes a very realistic wheel. At present they are only available for 1/24 scale models, but John is working on a smaller version for 1/43 scale Spitfires.

Once all the pieces of a model are completed,

they follow one of two paths. For do-it-yourself kits, all the required pieces are checked for quality, and then packaged by John, his wife Rose and son Stephen. Each kit contains both left and right-hand drive components so both British and American or Continental enthusiasts can make an accurate model of their own car. When all

the parts are in the bag, they are wrapped in foam rubber and boxed ready for shipping. And shipping means they have been sent all around Britain, Europe, USA and Canada, and Asia - including Papua New Guinea.

For those who want a ready-made model, John and his team assemble the models, paint them to the customers' colour scheme (even 2 tone) and even put the correct license plate numbers on - all in 1/43 scale! John says he's made 200 to 300 models.

We had been looking through the various Spitfire & GT6 kits produced by K & R, but John saved the most exciting Spitfire news to the last. He brought out a box and tipped it onto the dining room table. I immediately recognized the Spitfire MK IV/1500 shape, but this one was bigger than the others and in a strange brassy colour. John explained that this was the master for a new 1/24 scale model to be released later this year. Each part in the box had been hand made in brass and had been many months in the making. There were over 90 parts in the model, and these would be used to create the production moulds. The models will be available in MK IV or 1500 versions and will contain both British and North American components. A GT 6 model is scheduled for release later.

At last there will be a detailed Spitfire model in any colour you want!

Thanks to John Roff of K & R Replicas, PO Box 8, Hastings, East Sussex, TY34 2YP, England, www.kandrreplicas.co.uk ■

Pensacola, Florida

PANHANDLE BRITISH CAR ASSOCIATION'S PENSACOLA BRITISH CAR BEACH BASH, APRIL 21ST, 2001

STORY AND PHOTOS BY MIKE A. JAPP

Four Spitfires and one GT6 were among the 109 cars which appeared at this increasingly popular show located on Pensacola Beach, Florida. The show site is just a few feet from the beautiful white sand beaches that stretch along Florida's Panhandle. This show is sponsored by the Panhandle British Car Association and this was our ninth year, our most successful yet. People come to this show from all over the southeast. This year nine cars drove together from Tennessee and one person even came from as far away as Pennsylvania! So we are happy that our show is getting larger and larger each year. Pictures of every car that registered are on our website at www.geocities.com/pbca1

In the Spitfire/GT6 class the placements were: First Place, Stephen Griffin from Montgomery, AL, 1968 Triumph GT6; Second Place, Brad Wolf, 1971 Triumph Spitfire; Third Place, Mike A. Japp, 1977 Triumph Spitfire. Appearing for his third year at our show from Mississippi was Raymond Tope with his 1977 Spitfire. Also arriving was Bonnie & Jon Foulds driving their 1979 Spitfire all the way from Knoxville, Tennessee.

Check out our website for more pictures of our shows, a map, directions, and a registration form. Please consider coming to our show in April 2002. We had two fewer Spitfires this year than last year so I'd like to see more Spitfires next year! ■



Stephen Griffin's '68 GT6 won the top award.



Brad Wolf's '71 Mk4 placed second.



The '77 1500 of Mike Japp took third.



Raymond Tope's dark blue '77 1500

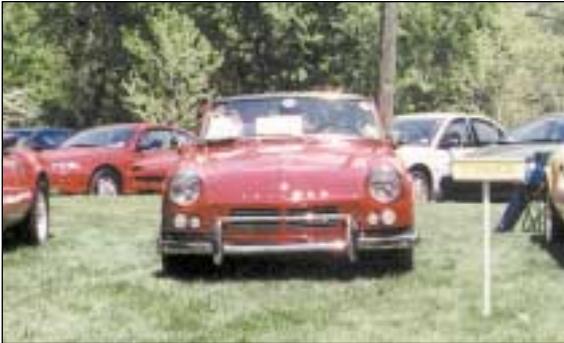


Bonne Redman & Jon Foulds '79 1500

Winston-Salem, North Carolina

TRIUMPH CLUB OF THE CAROLINA'S "THE GATHERING", APRIL 27-29TH, 2001

PHOTOS BY RALPH JANNELLI



Attendants:

- Tony Childs: red 1972 Mk4
- Ralph Jannelli: red 1965 MkII
- Steve Ward: yellow 1980? 1500
- Wes Harris: 1971 Mk4
- Greg McMillan: 1974 1500

Mount Vernon, Virginia

CAPITAL TRIUMPH REGISTER'S BRITAIN ON THE GREEN, APRIL 29TH, 2001

PHOTOS BY RALPH JANNELLI



Richmond, Virginia

RICHMOND TRIUMPH REGISTER'S BRITISH CLASSIC CAR MEET, MAY 6TH, 2001

PHOTOS BY RALPH JANNELLI

The British Classic Car Meet for 2001 was a great success again this year. All the hard work of the RTR club members made the show go very smoothly in our alternate location in the Boulders complex. There were over 150 cars, 8 Vendors and over 500 spectators ■

ATTENDANTS:

- Steve Hyde 1980 1500
- Stuart Cohen 1980 1500
- Don Burns 1980 1500
- Kevin Lee 1973 Mk4
- Tom Hillman 1976 1500
- Bruce Dove 1974 1500
- Ralph Jannelli 1965 MkII
- Freeland Everett 1963 MkI
- Charles Edmonson 1976 1500
- Raymond McCaskey 1976 1500
- Bob Mayhew 1980 1500
- Glenn Larson 1977 1500
- Gary Kenney 1975 1500
- and another unmarked 1500



Succasunna, New Jersey

BRITIFEST 101, MAY 5TH, 2001

STORY AND PHOTOS BY ATWELL HAINES

The annual Britfest car show is regarded as the kickoff event in the NY-NJ-PA British Car Show season. Besides always having a large turnout (and a great opportunity to catch up on the progress of the winter's restorations), there are good discounts on Moss parts, as well as an auto-jumble. There are lectures and seminars, this year on SU Carburetors by Joe Curto ("Mr SU"); racing at Sebring, Yesterday and Today by race historian Frank Graham; and a lecture on Automotive Journalism by John A Russell of the NY Post. For the less auto-centric, there is a medieval reenactment with jousting, swordsmanship, and craft demonstrations, and the food vendor (the famous Ship Inn) offers food to fit the occasion, from Scottish Eggs in the morning to fish & chips for lunch.

This year's event followed three weeks of very dry weather, and four days of record-breaking heat. The weather tide turned on show day however: the morning was pleasant but windy with dusty conditions; and then the afternoon brought a shower and a marked drop in temperature. Finally, the sun came out again for the award ceremony, and beat unmercifully on the contestants gathered to await the distribution of the door prizes. It truly was an entire year's weather in one day!

Of the field of over 200 cars, seven of them were Spitfires. Their condition ranged from perfect to opportunistic. There was also a Spitfire for sale in the vendor area for those looking for a fun

project.

Just as he has done for the last three years, Steve Bodenweiser walked away with the Best Spitfire/GT6 category with his beautiful 1969 GT6. John Vicaro came in second with his 71 Spit-six, while Gary Panarotto and his 78 Spitfire came in third. In attendance but winless were Alex Cilli and his '64 Spitfire, Bob Barrise and his '79 Spitfire projectmobile, Doug Braun and his '72 Spitfire, and latecomer Steve Shanley and his '74.

At the awards ceremony, Charles Tregidgo commented that it was the first time in the ten years of the event that it had rained. But heck, it was only a ten-minute shower! There were door prizes galore and even a DVD player for one lucky winner. ■

And the Winners are...

- 1st: Steve Bodenweiser 1969 GT6+
- 2nd: John Vicaro 1971 Spit-Six
- 3rd: Gary Panarotto 1978 Spitfire



The award-winning GT6+ of Steve Bodenweiser



John Vicaro's 71 Spit-Six conversion took 2nd place.



"Winners Panorama": a shot of all the class winners

Bob Barrise's car sported this "cow-catcher"



The '78 Spitfire of Gary Panarotto



'79 Spitfire owned by Bob Barrise



The '72 Spitfire of Doug Braun



Alex Cilli's '64 Spitfire



'74 Spitfire, Steve Shanley



"Hoods" went up quickly as a sudden shower sprinkled the show field.

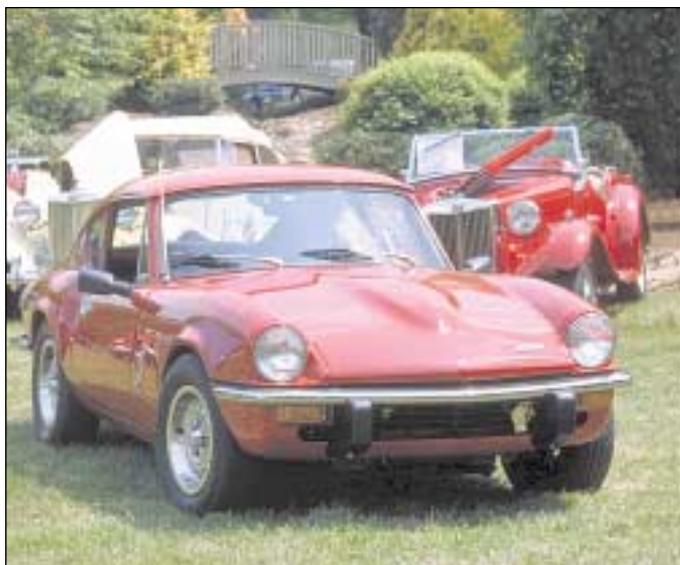
Townsend, Tennessee

14TH ANNUAL BRITISH CAR GATHERING, MAY 5TH, 2001

PHOTOS BY TOM & BRETT BROBERG

Blount British Cars Ltd. must have friends in high places because the weather was beautiful again this year. The day was filled with talk of the “good old days”, horror stories and fantastic finds. Freshly cleaned cars and friendly folks for almost as far as the eye could see.

While there were not many Spitfires and GT6’s, the quality was great, spanning many years. A new entrant to the show was George Mason’s beautiful “Old English” white 64 MkI. ■



Jim Clark's '73 GT6 was the best GT6 of the show!

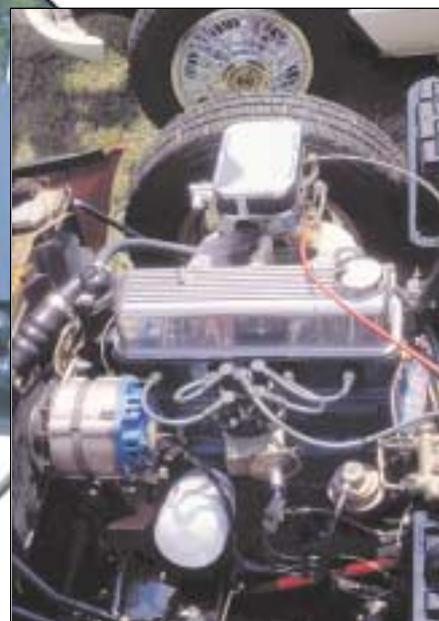


Larry Elswick's almost perfect 1976 1500 took home second place.

And the Winners are...

- 1st: Bill Hall, Louisville Tennessee, 1978 1500
- 2nd: Martha & Larry Elswick, Pikeville Kentucky, 1976 1500
- 3rd: Jim Clark, Powell Tennessee, 1973 MkIII GT6





Bill Hall's powerplant

Bill Hall's highly modified 78 took the top prize.



Showing Off



George Mason's 1964 Spitfire



Ben Kecenas of Knoxville brought his beautiful 70 MkIII again this year.



A wonderfully restored Herald was hidden away among the "misc." cars.



Jim Clark really knows what to do to get the editor to put his car in the magazine!



This unusually wonderful German Amphicar turned quite a few heads. German at a British Car Show? It is powered from the factory by a Triumph Herald 1,147 c.c. engine. With a top speed of 10 mph in the water and 75mph on land, this car steers using the front wheels as rudders.



Yes, those are propellers!



A row of red and white beauties!

Bernese, Oberland

SWISS SPITFIRE CLUB MEETING & DRIVE, MAY 6TH, 2001

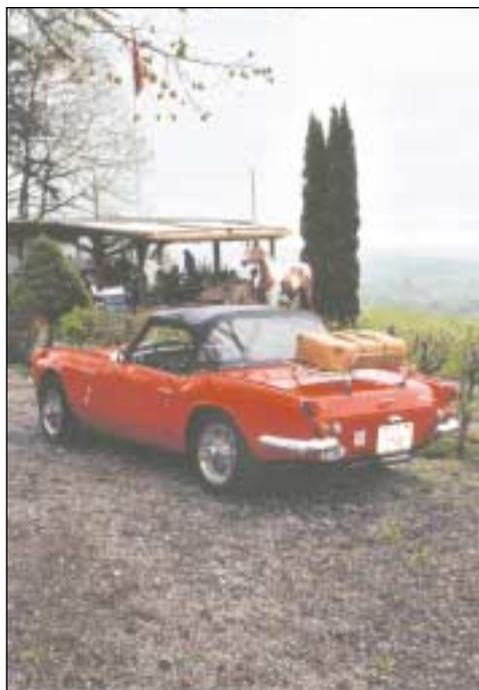
PHOTOS AND STORY BY STEPHAN SIEBURG

Unfortunately the weather was cold and rainy but nevertheless everyone enjoyed driving through the beautiful scenery which we could have seen, if there was no fog. Only a few had their roofs folded down. After a short visit to the 'Oldtimer Gallery' in Toffen where constantly oldtimers are displayed for sale and a few times per year auctions are held, we headed for a (warm) drink into a restaurant overlooking the lake of Thun and the river Aare east of Berne, our capital.

We finally ended up in a picnic area on a hill about 3000 feet high. All 19 Spitfires and Heralds were parked in front of the joiners factory (?) that can be seen on two of the pictures.

After two hours when everyone had grilled their steaks and sausages, ate their salads, crisps and desserts and all the latest news of the Spitfire Scene had been exchanged it was time to get ready driving home. For some of the participants this was a two to three hours drive. In Switzerland this is considered to be a lot, compared to the U.S. I guess. ■





Braselton, Georgia

BRITISH MOTORCAR DAY AT CHATEAU ELAN, MAY 12TH, 2001

STORY BY BOB SPRUCK. PHOTOS BY RICK KORB, DANIEL PARROTT & BOB SPRUCK



A small part of the display of British Cars at Chateau Elan.



Nothing but British Cars as far as the eye can see.



The exquisite lawns of Chateau Elan are a fitting venue for the beauty of British Cars.

The eighteenth annual British Motorcar Day was held at the exquisite Chateau Elan on Saturday, May 12, 2001. The 510 cars displayed on the lush green lawns of the French chateau and winery set a new record for attendance. The success of this popular event was also evident in the crowded conditions at each of the car club areas, as well as the spectator parking lots. An estimated 5000 spectators roamed the area soaking up the plentiful sunshine and ambiance of some outstanding British cars. The twelve Atlanta area British car clubs were well represented as were a large number of cars brought by non-members. The Atlanta Triumph Club had a very large turn-out of all models. The cars included everything from show queens, to daily drivers, to vintage racecars, to works in progress. The featured marque this year was the Jaguar E-Type and many fine examples were displayed. Activities in addition to the car displays included the Peachtree MG Registry's ever popular Dave Lewellyn Memorial Valve Cover races, vendors of regalia, books, and parts in the Marketplace Courtyard, the Car Corral where cars for sale were displayed, and the stirring Shriners Drum and Bagpipe Corps. One of the most magnetic attractions was a new red and white MiniCooper, displayed before the magnificent fountain. An identically painted, original Mini was positioned alongside for comparison. Both garnered many complimentary comments. Terry Hulsey and the British Motorcar Club did a splendid job once again of organizing and conducting this huge show. The Marietta Lions Club and the Shrine Children's Hospital were the recipients of the proceeds. The Panoz family, owners of the Chateau complex, Road Atlanta (just a few miles away), and so many other auto and racing related endeavors, provided the spectacular venue for the sixteenth year. ■



Igal & Athanh Maasen's 2 liter '72 GT6 Mk III proudly poses for this glamour shot.



Identical '72 GT6s of Igal Maasen and Diane Bruce.



Shane Hunt's beautiful '74 Spitfire



A group of young people were impressed with the British cars.



A beautiful Mk1 GT6



Were all the cars there red?



Dan Parrott's burgundy Spit, PJ, made the trek from Savannah to Braselton without a hitch.



Extensive body smoothing made this Spitfire a crowd favorite.



A nice early Spitfire stands proudly by an Aston Martin.

Fulton, Missouri

4TH ANNUAL MID-MISSOURI BRITISH SPORTS CAR SHOW, MAY 20TH, 2001

PHOTOS & STORY BY KEN BRYANT

May 20th this year the Mid Missouri British Sports Car Club held our 4th annual British car show. Held in the historic downtown, Fulton, MO. is about midway between St. Louis and Kansas City, is famous for being the site of the “Iron Curtain” speech by Winston Churchill.

There were 36 paid entrants and about 12 member’s cars on display. ■



Champaign-Urbana, Illinois

THE CHAMPAGNE BRITISH CAR FESTIVAL, MAY 25TH, 2001

PHOTOS BY HOWARD BAUGUES & CHRIS SCHROEDER



And the Winners are...

- 1st Place: 1965 Mk II, Joe & Kathy Pawlak
- 2nd Place: 1980 1500, Thomas McCutchan
- 3rd Place: 1976 1500, Mark Hudson

Westwood, New Jersey

NEW JERSEY TRIUMPH ASSOCIATION'S TOUCH OF ENGLAND, JUNE 9TH, 2001

BY ATWELL HAINES

It was the perfect day for a show at a perfect location. Veteran's Park in Westwood NJ has been the home to "A Touch of England" since its inception ten years ago. A central town square in the middle of the village near its stone train station provides an idyllic spot, which is paved and shaded. Add clear skies, low humidity, and a temp in the 80s, and you have another wonderful event.

There were 67 English cars total, of a variety of marques. There were three Spitfires plus a very nice Herald.

Sean Twomey used the show to debut his newest acquisition, a '74 Spitfire that was in remarkably decent shape. The interior was all of

a piece and no rust holes were visible! Anyone that knows Sean understands that he is the bottom-feeder of local Spitfire buyers, always looking for parts cars or projects, no matter how decrepit. He got many compliments!

Also on hand was the BRG '78 Spitfire of Ed Jaeckle. Ed had his car displayed with a wicker picnic basket and all the factory tools laid out. He was vote Second in the Spitfire class.

Atwell Haines took first with his Carmine Red '79, with original paint but newly refinished alloy wheels.

The NJTA provided door prizes galore as usual. It was a great day with lots of interesting machinery. ■



New alloy wheels set off Atwell Haines' car nicely, enough to sway the judges into awarding it 1st.



The latest addition to the Twomey stable, a 1974 1500.



This 1960 bug-eye took 2nd place in class.



1960 Sprite of Buddy Simpson took home the 1st place trophy.



Many nice cars could be seen that day.

Clemmons, North Carolina

BRITISH CAR DAY SOUTH, JUNE 10TH, 2001

PHOTOS BY BRETT & TOM BROBERG

And the Winners are...

Triumph Spitfire

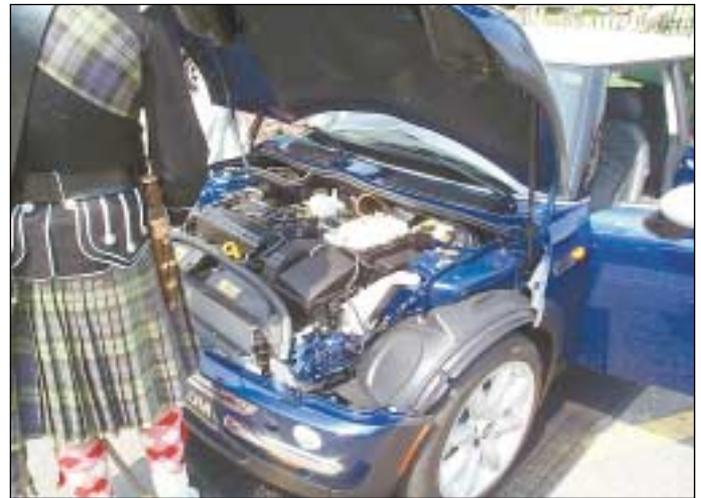
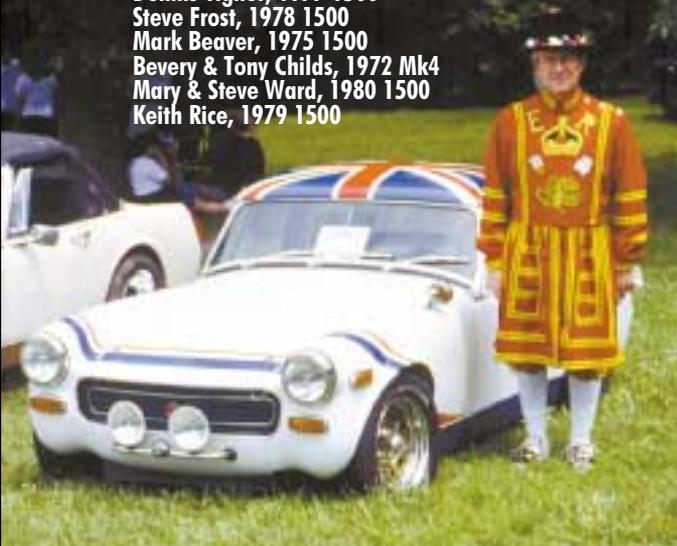
- 1st: Richard Cates, 1976 1500
- 2nd: Ralph Jannelli, 1965 MkII
- 3rd: Troy Smith, 1964 MkII

Triumph GT6

- 1st: Gene Warwick, 1972 MkIII GT6

also attending

- Bob Sykes, 1978 1500
- David Poe, 1978 1500
- Dennis Tignor, 1977 1500
- Steve Frost, 1978 1500
- Mark Beaver, 1975 1500
- Beverly & Tony Childs, 1972 Mk4
- Mary & Steve Ward, 1980 1500
- Keith Rice, 1979 1500

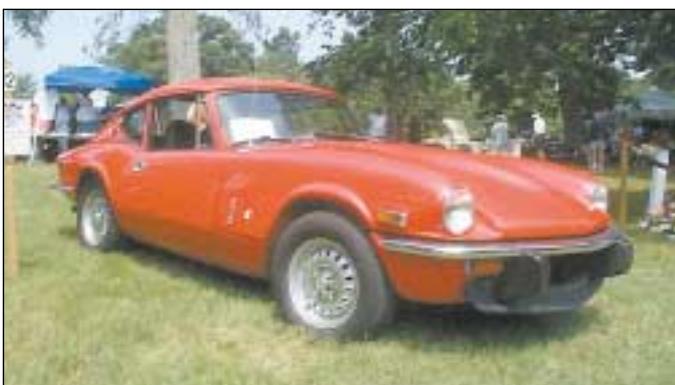


The New Mini never failed to attract attention!

Showing Off



Richard Cates' almost perfect 76 must have just edged out the almost perfect competition.



Despite being the only GT6, Gene Warwick's 72 Mk3 was worthy of trophies.

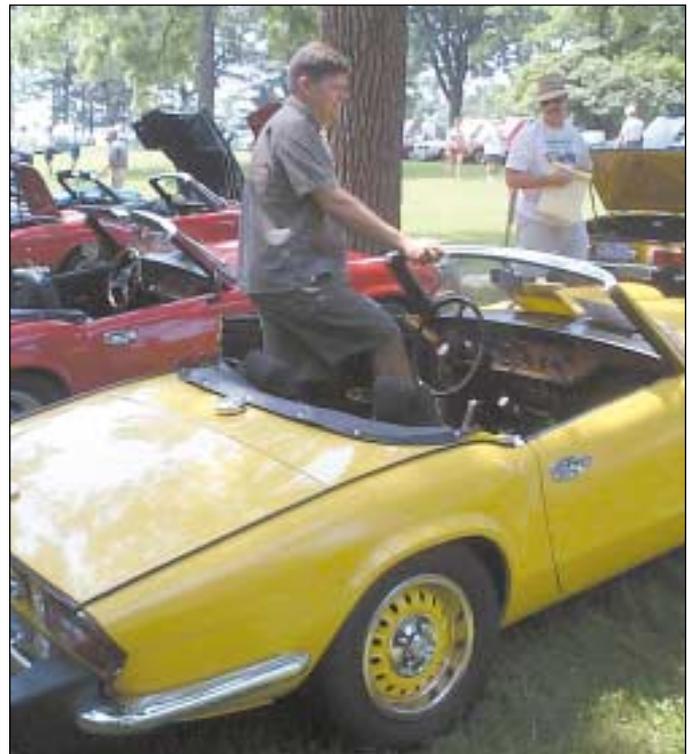


Ralph Jannelli's 65 Mkl is a constant trophy winner for obvious reasons.





Troy Smith's beautiful 64 Mk1 went home with a well-deserved third place trophy.



Mark Beaver proudly poses for a photographer by his 75 1500.



Although not quite driving age, I was told this car was hers... not her parents!

Showing Off



This 78 1500 is owned by Steve Frost.



The perfect color combination for a British Car? This 78 is owned by Bob Sykes.



The beautiful paint on Dennis Tignor's 77 1500 never failed to attract attention.



Another great example of a 1978 Spitfire. This one is owned by David Poe.



This 79 Spit is owned by Keith Rice.



Another rubber-bumpered example... this one owned by Mary & Steve Ward.



This 72 Mk4 owned by Bevery & Tony Childs, looks as if it would be a great daily driver.



A wonderful contingent of Spitfires huddled under cool shade of the trees.

Indiana British Car Union

**Don't miss the
Indy British Car Motor Days
September 21-23**

featuring a swap meet, concours d'elegance, 50's sock hop,
and a lap around the Indy Motor Speedway!

for more information call **317-887-3867**

or email **mgdr@quiknet.net**



2nd Annual

"Autumn in the Mountains British Car Gathering"

Saturday, September 29, 2001
Highland Lake Inn- Flat Rock, North Carolina
(20 miles south of Asheville)



- 8:00-10:00 AM Registration
- 9:00-11:00 AM Local rallye
- 12:00-1:30PM Lunch available
- 1:00-4:00PM Car show & voting
- 1:00-4:00PM Special Activity
- 4:00-6:30PM Drive, shop & explore
- 6:30-7:00PM Cash bar
- 7:00-8:30PM ... Dinner (by Reservation)
- 8:30-10:00PM Awards & Raffle

**Don't Miss It!
Over 100 cars expected!**

(828) 685-8432

or email **bccwc@home.net**
or <http://main.nc.us/BCCWNC/>



The Easley Vintage Grand Prix

October 6 & 7, 2001

Indianapolis Raceway Park

Indianapolis, Indiana

Vintage Grand Prix & Car Show
Benefiting American Red Cross

(317) 769-3362
easleygrandprix@midlink.com

British Car Shows and Events

AUGUST

Illinois, Abingdon, Aug. 2-5
Abingdon Summer Party, Chicagoland MG-Club

Ohio, Dayton, Eastwood MetroPark, Aug. 4
British Car Day 2001, Miami Valley Triumphs & MG Car Club, SW Ohio Centre, 937-293-2819

Pennsylvania, Glenside, Aug. 4
Vehicle Show, 215-887-9084, ripjr@netreach.net

Pennsylvania, Armagh, Aug. 10-12
Summer Party 2001, The Roadster Factory, 800 234-1104, TRFMail@aol.com

Vancouver, North Vancouver, Waterfront Park, Aug. 10-12
2001 All Triumph Drive In, British Columbia Triumph Registry, 604-272-4328

Pennsylvania, Reading, Aug. 11-12
51st Annual Duryea Hillclimb, Blue Mt. Region SCCA & Reading Jaycees, 610-987-9646

Pennsylvania, Lancaster, Eden Park Resort, Aug. 15-19
Encounter 2001, Austin Healey Sports & Touring Club, 610-932-3087

Washington, Seattle, Aug. 18-27
Tiny Town Tour by Tyee to VTR, Tyee Triumph of Washington

Colorado, Breckenridge, Aug. 22-25
2001 VTR National Convention, Rocky Mountain Triumph Club & Rimmer Brothers, 303-220-9742, www.vtr2001.com

Pennsylvania, Eastern Penn., Aug. 24-26
Drive In #4, British Car Triathlon IV, 908-713-6251

Pennsylvania, Lancaster, Aug. 26
A Taste of Britain, 717-292-0579, sh88keys@earthlink.net

SEPTEMBER

New York, Buffalo, Como Lake Park Casino, Sept. 2
Autumn Sports Classic, Buffalo Octagon Association, 716-632-9001, winged67@aol.com

North Carolina, Statesville, Sept. 8
Loch Norman's British Car Fest, Piedmont British Motoring Club, tstoner@statesville.net, (336) 774-2905

Connecticut, Manchester, September 9
British Motorcar Gathering, 860-482-8876, jstorrs@snet.net

Illinois, Palos Hills (Des Plaines), Moraine Valley CC, Sept. 9
Chicagoland British Car Festival. The British Car Union, 708 442-7380, mavarro1927@msn.com

Michigan, Sterling Heights, Sept. 9
19th Annual Battle of the Brits, Detroit Triumph Sportscar Club, (810) 979-4875

Massachusetts, Springfield, at Smith & Wesson, Sept. 9
JANE Slalom, Jaguar Association of New England (all marques welcome) hagogopian@mail.tds.net

Ohio, Dayton, Boonshoft Museum of Discovery, Sept. 9
Concours d' elegance, 937-225-2230 or 937-438-0100, MGBSkip@aol.com or Daytonedge@cs.com

Georgia, Braselton, Road Atlanta, Sept. 13-16
Atlanta Historic Races, Historic Sports Car Racing

Oklahoma, Tulsa, Sept. 13-16
6-Pack Trials, 6-Pack, TRDOCTOR@aol.com, 918-832-3277

Ontario, Burlington, Sept. 14
British Car Day at Bronte Creek Prov. Park, Toronto Triumph Club

British Columbia, Victoria, Sept. 15-16
Mac's Pack Back Roads Tour/Gimmick Rally 2001, 512-355-3618, camac@bigfoot.com

Texas, Bertram, Sept. 16
An English Car Affair in the Park, The Old English Car Club & Registry, (250) 474-7183

Indiana, Indianapolis, Sept. 21-23
Indy British Motor Days, Indiana British Car Union, (317) 887-3867, mgdr@quiknet.net

Ohio, Columbus, Sept. 21-23
OhMog Ohio Morgan Meet -. Info: Ken Long P.O.Box 2626 Whitehorse, OH 43571

Wisconsin, Road America, Sept. 21-23
Elkhart Lake Vintage Festival, Vintage Sports Car Drivers Association 920-528-7954, wihiii@aol.com

Florida, Titusville, Kennedy Space Center Area, Sept. 22
Fox Lake British Car Show, MG Car Club Florida, 321-269-0236 sklein@cfl.rr.com

Virginia, Brown Island, Sept. 23
Richmond British Car Day, Central Virginia British Car Club, 804-264-8551

Texas, College Station, Texas World Speedway, Sept. 28-30
10th Annual Vintage Fall Festival, CVAR

California, Fresno, Sept. 29
Very British Car Meet, Valley British Auto Club, valleybrits@yahoo.com

North Carolina, Davidson, Davidson College, Sept. 29
MGs On The Green, pkorvink@carolina.rr.com

North Carolina, Flat Rock, Highland Lake Inn, Sept. 29
Autumn in the Mountains, British Car Club of Western North Carolina, 828-685-8483, bfrench@cytechcis.net

New Jersey, Whippany, Sept. 30
British Legends on the Lawn, Info: Morris County Library 973-285-6930 or 718-891-5776

OCTOBER

Georgia, Savannah, Roebeling Road, Oct 4-7
Savannah Historic Races, Historic Sports Car Racing

Virginia, Waynesboro, Shenandoah Valley, Oct 5-7
20th Annual British Car Fest, Shenandoah Valley British Car Club, 540-943-1236

Indiana, Indianapolis Raceway Park, Oct. 6-7
Vintage Sports Car Drivers Association, 356dbr@indy.net

Massachusetts, Falmouth, Oct. 6-8
Classic British Legends, Cape Cod British Car Club, ktnkt@cape.com

Alabama, Fairhope Beach Park, Oct. 7
11th British Car Festival, South Alabama British Car Club

California, Northern San Diego County, Fairbrook Farm, Oct 7
22th Annual British Car Day, 760-746-9029, dkirby210@aol.com

Delaware, New Castle, Battery Park, Oct. 7
British Car Club of Delaware Annual Show, 302-456-0698 or reasterby@aol.com

California, Ventura, Oct 18-21
Triumphfest 2001: A Triumph Odyssey, Triumph Register of Southern

California, (818) 703-1846, rj-fm@worldnet.att.net

Alabama, Florence, Suntrust Bank Parking Lot, Oct. 27
Brits at the Renaissance Faire, North Alabama British Sports Car & Motoring Club, (256) 760-7794

NOVEMBER

Florida, Tallahassee, Nov 2-4
Rendezvous 2001, Big Bend MGs, (850) 222-9317, charlieoc@earthlink.net

Tennessee, Chattanooga, Nov 3-5
All British Car Show, (707) 375-8750

Europe

AUGUST

England, Hampshire, Beaulieu, National Motor Museum, 5 August
National Triumph Day, Club Triumph, (44) 1293 - 773649

UK, Cadwell Lincolnshire NE, 12 August
TR Register/ TSSC Race Championship, Cambridge Motorsport

Switzerland, 18/19 August
Weekend, Spitfire Club Switzerland & Swiss Mini Club, Club@Spitfire.ch

UK, Snetterton Norfolk E, 19 August
TR Register/ TSSC Race Championship, Cambridge Motorsport

Holland, Zandvoort (provisional), 25-26 August
TR Register/ TSSC Race Championship, Cambridge Motorsport

Switzerland, Mollis (Airfield), 26 August
Autumn Outing (drive to the British Car Meeting), Spitfire Club Switzerland, Club@Spitfire.ch

UK, Derbyshire, Hardinge Arms Kings Newton, 29 August
Classic Car Meet, The Midlands Classic Car Club, Tel: 01283 732403

SEPTEMBER

England, Mollory Park Leicestershire Midlands, 9 Sept.
TR Register/ TSSC Race Championship, Cambridge Motorsport

England, Norfolk, Fleggburg, 21-23 Sept.
Mile of Triumphs, triumphHUL@aol.com

England, Cadwell Park Lincolnshire NE, 23 Sept.
TR Register/ TSSC Race Championship, Cambridge Motorsport

OCTOBER

UK, Croft Northumberland NE, 20 Oct.
TR Register/ TSSC Race Championship, Cambridge Motorsport

Switzerland, Fribourg, Forum Fribourg, 20/21 Oktober
Retro-Technica, C. & T. Rais Enterprises, Tel.: + +41(0)32 358 18 10

NOVEMBER

UK, Derbyshire, The Hardinge Arms Kings Newton, 25 Nov.
Classic Car Meet, The Midlands Classic Car Club, Tel: 01283 732403

We need your 2001 events especially European events!

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

Marketplace

For more cars, parts, etc. for sale, visit TriumphSpitfire.com

CARS FOR SALE-CANADA

1975 Triumph Color-Red, convertible, soft top, new tires, excellent condition too many new parts to list "a must see" well maintained. \$7000.00 Jason, 416 604-9730, jcalleya@blackandmcdonald.com

\$3500.00 | 1977 good condition, new soft top, carpets, tires, etc. needs some TLC, This car is mechanically sound, inspected, and I drive it everyday. \$3500 Canadian, Halifax, (902) 456-8820. spellay@dmitt.ca

CARS WANTED-CANADA

1976 - 1980 Spitfire 1500 Looking for a decent Spit (green, red, brown). Good body and frame, no rust prefer original paint. Mechanically sound, needs some work and TLC but is driveable with overdrive, good interior, and top. Willing to pay \$2,000 - \$2,800 US. depending on condition. 905-344-7784, cigman@gosympatico.ca

PARTS WANTED-CANADA

Frame needed Looking for a good repairable frame for a 1976 spitfire, Ron Hill, 905 574-4948, JDS281@AOL.com

PARTS FOR SALE-ENGLAND

Spitfire MkIV and 1500 parts Spitfire parts for sale. Many parts include: Good MkIV chassis, 1500 engine, soft top and frame, 1500 seats, carbs, rear wing repair panels, wooden and black plastic dashboards, steering wheels, bonnet, new f/g front corner valences, rear lights, new discs, bodytub needs welding. Plus many other parts inc some for MkIII Spitfire. Contact Dave email or mobile 07715381533 or kawa1300_2000@yahoo.co.uk

1960 MK1 1300 Spitfire Engine | Good running condition, complete with drivetrain. It's in a kit car at the moment and I think it's a bit lost. Anyone want it?, East Sussex, 07787537494, andynoble1980@aol.com

CARS WANTED-ENGLAND

Spitfire mk2 or mk3 | we would like a mk2 or mk3 spitfire in excellent condition. We are willing to travel for the right car. Cash waiting from July for the right car. We would like it in either, blue, green, red, or black. Seaford, lincs, 01529 413911 ford@pfors3.fsnet.co.uk

PARTS FOR SALE-ENGLAND

Triumph Spitfire 1500 1977, Inca yellow, 1 previous owner, 46k miles, 12 months tax and mot, Hard and soft top, lots of history, Receipted £1000's spent, Absolutely superb condition, Fantastic drive. May take small non classic in px, gordon.houston@pdp-uk.com

Spitfire MK3 1968 Total rebuild six years ago still good condition. Soft and hardtop. Overdrive. Needs new speedo and a LITTLE paintwork but otherwise looks good and drives great. £2250, London, 07711 309483, wilkinsonalek@hotmail.com

Excellent condition - a beauty | 1980 very good condition, Overdrive, 80k miles, tax, 12 months MOT, owned for 15 years and always garaged. Very good condition bodywork, mechanics, electrics, interior, hoods £2250 ono, Northwood, Middx, 01923 823862, ah@mi8.com

Excellent Condition | 1977, Overdrive, Unleaded Engine, Carmine Red, Great Reg.-SPF 401R, Tax, New MOT, Hard & Soft Tops, Immobiliser, Engine & Body Work In Very Good Condition, Fantastic Drive, New Job Forces Reluctant Sale, £3,995 ono, Cambridge 07899 995494 David.Monk@insolvency.gsi.gov.uk

Red, Overdrive | Mot & Tax. See website for photos and full details. Consider sensible offers around £2000, Cheshire, iain@woolley.net http://iain.woolley.net/Spitfire

1966 Red with Spoked wheels | Excellent condition, TSSC valued A+ Spoked wheels, soft-top, original features including radio, Cambridge, 01223 369407 lcj@mrc-lmb.com.ac.uk

Triumph Spitfire 1500 - 1975 | Red with Black interior. Fully chromed bumpers, trim, exhaust and luggage rack. Good condition. Garaged for last 6 months. - £2,300 ono. Suffolk, 01359.221.141 robbietale76@hotmail.com

CARS WANTED-US

1971, 1972 or 1973 Spitfire | Wanted: 1971, 1972 or 1973 Spitfire. Must be Mark IV or 1500. Prefer excellent body and good interior. Mechanical condition unimportant. Prefer removable hardtop and soft top. Will consider any 71-73. Cash buyer in Sacramento area of Northern California. Call Brian at (916) 600-9339 or (916) 300-3046, rothw@juno.com

G16 Mark II | Looking for a G16 Mark II, preferably near the Boston area and in the \$3000 range. Should be driveable but it's OK if it needs a little work. Good body more important than good interior. Not concerned with the degree to which its parts are original. mwest1705@aol.com

Mk2 or early Mk3 Spitfire | Looking for a Mk 2 or pre-'69 Mk3 restoration candidate. Doesn't have to run, but must be all there. Please, no gutted-out piles of Spitfire-shaped oxidation; they're depressing, and send me reeling into a soulless, dark place, not unlike living with Lucas electrics. If you've got a halfway-decent piece, let's talk. Cash awaits. Mass, patatkinsonsi@aol.com

PARTS FOR SALE-US

Spit 1971 3 Rail Trans for sale This is a 3 Rail Transmission from a 1971 Spitfire. AFAIK, it works just fine and dandy. I bought it for my 79 spitfire, not realizing that I would have to change the clutch plate to fit it to my engine. Oops. Make offer, 714 473 2586, sdsdvs4@yahoo.com

Parts for sale | I have an excellent bonnet off of a 77 Spitfire. It has been chemical striped in a dip that removes all rust and paint. Includes all brackets that have been sand blasted and powdercoated. \$350 Doors, drivers side has new skin. Both are free of rust and very straight. Complete window mech with good glass-\$125 each. Trunk lid-\$80. Tub has excellent rear quarters, and NO rust in the floors or trunk-\$400. Front plastic air dam. -\$30 The bodywork is done on all of these components, they are ready to prime and paint. 1500 Engine, Trans, Differential, I have a complete drivetrain from a 1500. I started and ran the engine before removing it from the car to make sure it was in order. The Carb. and fuel pump are not included with the engine. The transmission is a 4-speed overdrive. Engine-\$250 Transmission-\$275 Differential with axles-\$175 Trans. and Diff. can ship UPS/FedEx The engine must go freight. Radiator Sandblasted and freshly painted. Mounting frame and all brackets powdercoated black. Ready to install. \$75 Rear spring installed on restoration project but never used. \$40 Steering rack \$60 (2) Wiring harnesses in good shape \$35 each (2) windshields both have small chip at bottom that is covered by weatherstripping \$45 each NEW rear brake kit. Shoes, wheel cylinders, retaining hardware \$35 Murfreesboro TN 615-896-2938 chrsgene@home.com

78 spitfire trans and rear | I have a 4 speed trans out of a 78 spitfire with 65000 miles on it. All the gears work well and are smooth. I'm asking \$275 for it plus the shipping costs. I'm asking \$350 for the rear end as is or rebuilt for \$550. I will rebuild rear ends and transmissions if you have one that needs it, 704-663-5303, soc76spit@hotmail.com

Fuel Injection System for Spit | If you have been thinking about Fuel injection this would be a great start. I currently have a used Haltech F3 brain, fuel rail, injectors, high pres. pumps, regulator, and IHI Turbo. The Haltech brain allows you total control of your fuel delivery via a link to your PC. You will need manifolds and throttle bodies to complete which are all easily available. These components retail for \$2500 new, I am asking \$650 for everything. This would add a lot of performance to your Spit! Email with questions. ktr6@aol.com

Transmission, non-OD Complete, disassembled tranny for late Spitfire 1500 4-speed non-overdrive. Shifted very nicely, reverse kick jumping out so I decided to rebuild but changed my mind after disassembling! Have all parts, some even labeled! Laygear has some chewing on cog used for reverse. Case and shifter extension included. Make any reasonable offer! Ohio, deutsch_fam5@hotmail.com

Parting out 1977 1500 Spitfire any part you need including hard top and soft top, Lake Charles, La. 337-855-7212, dsjsummers@earthlink.net

Luggage Rack | Original luggage rack from a 1978 1500. The one with oval main bars, six flat cross bars and comes apart. It is in good condition with no damage other than normal weathering. Asking \$50, MN, 822bounds@usfamily.net

G16 Head Rebuild Kit NEW | I currently have a brand new set of intake valves, SS exhaust valves, bronze valve guides, lifters, and heavy duty springs all for \$200. In addition I have a 100% complete engine/trans along with another short block and freshly turned crank, (best offer), Keith, Greenville, SC (803)733-5607 ktr6@aol.com

1500 Trans with Overdrive | 1974 Transmission with overdrive for rebuild. Email questions \$125 plus shipping. Or trade for? Greenfield, WI 414-531-4572, nth0328@aol.com

5 tires & knock off spinners | have 5 matching tires and wire spoke knock off spinner wheels with adapters for 4 lug hubs...original grey in color, tires are austria origin and show 50% rubber in good shape...\$500 336-629-6308 or fax 336-626-6020 Asheville NC, manesscompany@yahoo.com

1978 Triumph Spitfire 1500 Parts Car w/ open title. (2) Transmissions, rebuilt engine, out of car, numerous part and just ready for paint. 6-Wire Wheels w/ adaptors and Hardtop too. \$800.00 Bob Stein, Naples FL 1-941-980-9797 Voice2go@aol.com

PARTS WANTED-US

Side Marker Rubber Portion | I'm looking for the rubber portion of the side markers for a 1978 Spitfire. I anyone has these, in good shape, or knows where I can get them new please contact me. PA, 412-374-9496, tmonahan@tollgrade.com

Mallory Dual Point Distributor | Would like to find a Mallory Dual Point or similar distributor for my 1976 1500. The engine is fitted with high compression pistons big cam headers etc. Michigan (734) 513-4938 bkosen@wnet.net

I need to get a 1973 G16 throw out release bearing fork. If anyone has one please email me or call me, Brian petresky bethlehem pa 610 954 8454, bpetersky@hotmail.com

Wanted: Top Frame for 71 Spitfire, CLEARWATER BEACH FLORIDA 727 442 2022 porpoiseim@pinellas.com

76 1500 MISC. PARTS!!! | I am looking for: :F and R bumpers :nonpitted outside door handles :weather stripping for conv. top :rebuildable differential (cheap) :decant tan or back armrest with boot for handbrake. Please send pics if possible, David, Cary, NC, admin@capitalcitycorvairclub.com

1500 intake manifold | I need an intake manifold for a 1500 motor. I'm planning on modifying my spitfire to accept fuel injection... If there's an old Z5 attached to it, that's fine as well. Scott, Yorba Linda CA sdavis4@yahoo.com

Spitfire Windshield | Triumph Spitfire Windshield for sale. 1971 - 1980. great condition \$75, Arlington Texas 800-294-0669 james@sportscarwarehouse.com

CARS FOR SALE-US

1971 Triumph Spitfire Just completed an 8-year body-off restoration. Everything new or rebuilt. Show quality paint, chrome and accessories. \$6500 or best offer. 330-225-7711 ext. 3313 daytime, 330-769-9018 evenings, Ohio, sstirn8196@aol.com

1979 / 27,000 miles great condition: red , tan interior, no rust. \$6,500 / contact by E-mail or phone for pictures, Ohio, 440-350-0089, u610@aol.com

1980 Spitfire | 30,000. 400 miles on engine, transmission, exhaust, turn stalk, tires, horns and wipers. Garaged since Oct 1987. All the new stuff was added then and then parked. Body is 90%. No rust, but faded and some dry spots. Nothing major. Maroon. NOW THE BAD NEWS! THE CATS GOT INTO THE GARAGE AND USED THE THING FOR A CATBOX. There is no interior or top, (they tore that up to). A real nice find. Someone please save it. RUNS great. tell me what you want to see and I'll send pics by email. Will deliver in NY \$3,500., mswvee@twcny.rr.com

1970 GT-6+ | BRG, Konis, Monza Exhaust, Chrome Wheels, New Carpets. Rust free car from North Carolina. Runs and looks great. I've decided I'd rather be fly fishing than playing with sports cars. \$5000 OBO, Mike, New York, 716-394-0282, mijwarbee@frontiernet.net

A Fun Car to Drive | In storage since 1995 Weber 2BL carb-1994 Header-1994 Brake Cylinder-1994 Clutch Cylinder-1994 Alternator-1994 Starter-1994 Battery-2001 Top-1994 homemade, interior 2001 Carpet-1994 Bearing Housings (rear axle)-1994 Heal Board, repaired-2001 Paint, garage-, 2001 floorboards-1994 I spent a year taking the car apart and fixing things and painting the car. I drove the car for a couple of years. The car set for a long time then I had the car towed to my home and set for another year or so. \$3,500.00 neg. Pat Adams, Indiana, 812-235-9734, vanillanutt@earthlink.net

1980 Spitfire | This car runs good and everything works--nl--new interior new exhaust new rear wheel bearings new dash new soft top all in 1999 point in good shape couple small dents in front 52000 miles \$3200. obo Maryland, 410-822-7162 cdoffin@fstol.com

1980 Triumph Spitfire - \$1750 | Interior good, Mechanically good, some rust in body, 60,000 miles. Rebuilt engine, new top, Must sell, \$1750 OBO, Billings, MT 406.656.3017 lee_hollingsw33@hotmail.com

1979 Spitfire For Sale | This car is in excellent condition. 88k miles. 20,000 miles on rebuilt engine. Have full tonneau cover, factory steel hardtop, new point, new ragtop, new carpet. Amarillo, Texas, 806-236-2001 bautrey@tcc.net

\$500 | 1970 mk3. no dents, some rust. glass good. needs interior. 1300 cc engine. all parts are there except battery, been sitting in one place since 1980, Bandera Texas 830-796-8559 orbitron@wireweb.net

1966 Spitfire hardtop convert | Not operable but can be with lots of tlc. Great for the enthusiast that wants to recreate this vehicle in his/her own image...Make Offer. Vallejo, CA, bohemianroberts@att.net

1970 GT6+ | Restored since spring 2000 miles on it. Great looking british racing green with gold stripe across the bonnet. Alloy wheels painted gold to match the stripe. WAY WAY TO MUCH TO LIST. Everything is new. Have all the receipts. 13,000. invested asking 9,500. obo. Michigan 734-847-7810 G16Six70@aol.com

1980 & 1976 triumphs for sale | one owner 1980 spitfire purchased in 1981. been in storage for 10 years. needs cosmetic wk. \$1000 to get it out of my garage and into yours. 1976 is a project in progress. have parts to complete restoration. \$500 firm to get it out of my garage. Salem OR thar205@aol.com

1972 Triumph Spitfire: \$3500 | Orange 1972 Spitfire. Has new starter, radiator, clutch, distributor system, alternator, and fuel pump. Rebuilt transmission. Gas tank coated in PVC plastic to prevent corrosion. New windshield (not installed) plus many little new odds and ends. New tires all around. Has rust holes on passenger rocker panel with small quarter sized surface rust in a few other spots. Front right side damaged but repairable. The frame and bumper there are slightly tweaked but it can be fixed. Interior fair. Top good with one 4" crack in window plus tonneau cover. \$3,500 or best offer. Call after 5:00 PM. Ohio, (440)951-4074 dingle83@aol.com

Triumph G16 MK3 72 | This sports car is truly a car with class and style (And if you need the taste for speed). Phoenix AZ 623 780-7517, Gato Steve@mnsa.com

1967 Spitfire | 1967 MK III , Good condition, lots of new parts, \$4,000.00, Call 972-255-0597 or e-mail for details. Mike Curtis TX jmcspit@aol.com

1968 | This car has a newly rebuilt motor, and has been completely rewired. Needs some body work, but not much. Everything is here to put it on the road. \$2500 OBO, Shasta Lake, CA (530)275-9610 u420roo@earthlink.net

Got something for sale?
If you would like your classified listed here and on the TriumphSpitfire.com website, send \$5 (for 3 lines of text) or \$10 (3 lines plus a photo) to: **Spitfire Magazine, P.O. Box 30806, Knoxville, TN 37930 USA**



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