

SPITFIRE & GT6

for enthusiasts, by enthusiasts

MAGAZINE

features



West Coast Spit-Together



The "Mugello" Spitfires

Spitfires at Mosport



Issue #13

Winter 2004



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Don Sopp's 1966 Mk II photo by Greg Hertel

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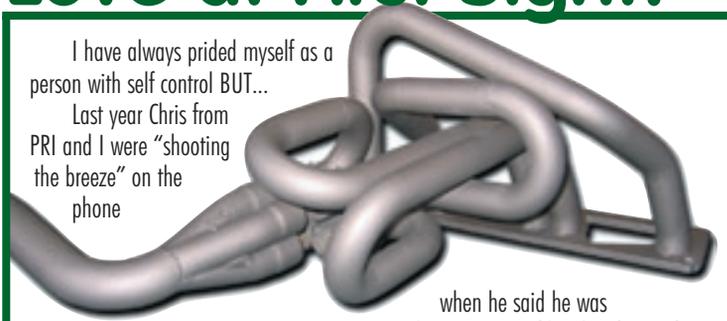
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Love at First Sight!

I have always prided myself as a person with self control BUT...

Last year Chris from PRI and I were “shooting the breeze” on the phone



when he said he was working on a set of headers for Spitfires.

He mentioned that he had a photo of the prototype set on their website and said that I should visit. I shouldn't have done it as I fell in love instantly! Just like the lines of the Spitfire these things had all the right curves in all the right places! I have always had a thing for art and technology and these had both. I could not stop going back to see those sexy shapes on his site. I had to have a set!

“It would be the perfect product testing article” I assured him. With a little arm-twisting from me Chris agreed and the deals were struck.

As with any custom part, especially one with as many complicated shapes time is required for building these things. Finding the right company to build them proved to



be difficult with Chris almost pulling the plug on the whole idea a few times. He had the lofty goal of having a set of headers that were of the highest quality and not just anyone can live up to his high standards.

When Chris finally found the right company with the right facilities there were numerous pre-production samples made to ensure the fit was just right. He would get a set, test fit and send back for changes. He did this for what seemed an

eternity (for both him and me!)

The trouble with many headers on the market was fit to the engine. Chris made sure this was not going to be an issue with the special mounting flange; a work of art in itself. It was so thick that warping and creating vacuum leaks was not going to be a problem.

Another issue with headers is that 4 into 1 pipe headers are great for high-rpm engines but lack the low-end torque we love. Chris' years of experience and constant re-working of test designs will have much of the torque at low rpms but will also rev like conventional headers.

Finally the day came. A box showed up at the office, while I was on vacation of course. Tom called me and said “they are here.” I knew exactly what he was talking about. “If these things work half as good as they look...” he said.

With all the work here at the office, my 2 year old, and cold temps have meant that I have not been able to mate up my first love with my second...but spring is right around the corner, right? RIGHT?!?!?

I plan before next issue to install everything Chris sent and give a full road test. I also have a very noisy rear end that will require new wheel bearings, diff bearings or both. I am going to be a busy boy! It is a rough life!

John Goethert
editor

p.s. As always, thanks to everyone who has sent articles. As always, we welcome any and all submissions. And to those whose stories did not make it in this issue, look for them in an upcoming issue.

SPITFIRE & GT6

Issue #13

magazine

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Send us anything Spitfire or GT6 related!
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I received my first issues of your magazine. I was surprised and very pleased with the layout and content. I didn't think there were that many people out there that like to punish themselves with these old cars, let alone anyone who would devote a magazine to them. Your doing a great job! I have owned and driven more than my share of Triumph GT-6 cars over the years and today still own two of them.

I was looking at some of subscribers photographs on your site. I would like to be able to make contact with two of them in particular. Andrew De Visscher who has a green 1968 GT-6 and lives in Colorado, and Doug Buchanan with a silver 1971 vintage racer out of Omaha, Nebraska.

I have a street driven GT-6, that I have owned for almost thirty years that looks like one of them and a vintage race car undergoing restoration that I could use some help on. Both of these cars are very similar. It may not be proper to just give me their e-mail addresses with out asking them first but if you could maybe

pass this information on to them, I would appreciate it.

Keep up the good work. I look forward to the next issue. Maybe I will have some thing to submit, in the future as I restore my cars. I did contact Andrew Stark as you suggested. He has been very helpful.

Best Regards,
Randy Lamp

Randy,

With as much email spam and rude people out there we chose to do our part to make sure everyone's privacy is maintained as best we can. When we started this magazine we created a policy that we do not give out owners' contact information without prior permission.

In some cases we do not even have a person's email address because the photos/stories came via "snail mail".

This will be a quick note on sporty Spits from even farther north than Fred Griffiths (Calgary) but not as far north as my old pal Dan Preston (Hinton, Alberta). Our runs with the Edmonton Classic Sports Car Club are mostly local (around Edmonton, to the Columbia Icefields, or Okanagan valley in B.C.) but I have made a few runs to Laguna Seca in California, and one memorable tour across the US of A to Washington DC and up the eastern

seaboard (NY, Mass, etc.) to our maritime provinces. This was a 10,000 mile, 3 month excursion with: 1 wife, 1 tent, 2 sleeping bags, camping gear and 2 duffel bags of clothes, all packed into my 1968 MkIII Spitfire. The only mechanical trouble we had on the whole trip was a warped battery at a WalMart parking lot somewhere in Wyoming. That took a total of twenty minutes to replace.

Readers: This may not be the season to advise long road trips but next summer pack up your LBC and venture out. There mechanics in every town, every state and every province in case you run into trouble. Or you can jot down the 800 numbers of the advertisers in this magazine and get parts shipped to the nearest post office.

See you in the spring,
Rolly Burton

THINGS CHANGE FOR EVERYONE

I enjoyed your story re: Cooper and your car in the latest edition. My oldest is just learning to ride a bicycle which is kept guess where? Yup, in the garage with my Spitfire. So far I've been able to keep her from getting her bike out by herself. I know there will come a fateful day when it's going to happen - you know - the bike scratch on the car... If you ever hear a loud scream of

exasperation coming from north of the border you'll know what's happened.

Greg

John,

I enjoyed your story of your son Cooper helping you wash your car. Your comment about "NEVER TURN YOUR BACK ON A TODDLER" reminded me of my son. He was about Cooper's age and I was in charge of watching him one afternoon. Our upstairs balcony and stairs were blocked off with the usual child protective net and gate, so I felt safe reading emails for a couple minutes. Daniel called calmly to me and I said, "just a minute." He didn't seem concerned, so neither was I. He called again, still with no urgency in his voice. "Just a minute," I replied. Finally I got up from the computer in our bedroom and went into the upstairs hallway. "Oh my God!", I shouted. Daniel had crawled under the childproof netting along the balcony and squeezed between the ballasters. He was hanging from the balcony, holding onto two of the ballasters, with no concern or fear on his face. As I reached down and pulled him up my his wrists, I thought to myself, "maybe mommy doesn't need to know about this."

Mike Ross
Ohio USA

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Weird, Wacky & Wonderful!

LITTLE BITS OF SPITS

AHEAD OF THE OTHERS

Todd Greene sent us this photo simply entitled "Where MG Midgets Belong..."



BANK GUYS DON'T DRIVE SPITFIRES

"I have enclosed a pamphlet that the Royal Bank of Canada has issued to promote their services for Canadian travelers in the US. They call the packet "The Direct Route to Worry-Free Travel". What vehicle do you suppose the bank used on the cover a "worry free"? A Spitfire of course!

After asking nicely, the local branch of the RBC has given me a 30" x 40" poster same as the cover of the pamphlet. It is now displayed in my garage, in front of my 1976 Spitfire."

-John Steven Jeffery



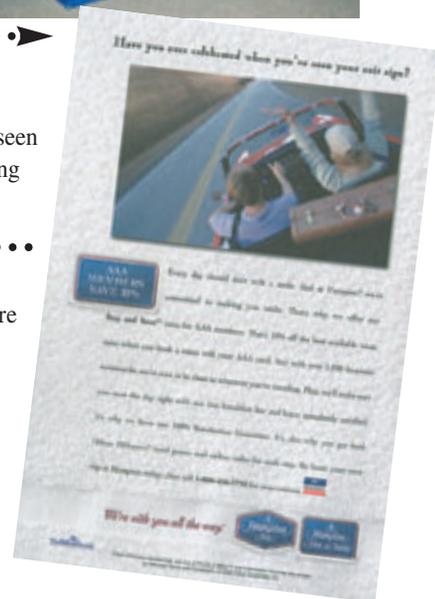
NO CUSSING IF IT DOESN'T START!

Homer Kelley sent us this photo of his '79 Spitfire used in his Church's History celebration. The area commemorating the '80's featured his Spitfire, a motorcycle, lots of "period" photographs and music. Good times were had by all even though the weather outside was less than optimal for "top down" driving.



ALMOST THERE! HURRAY!

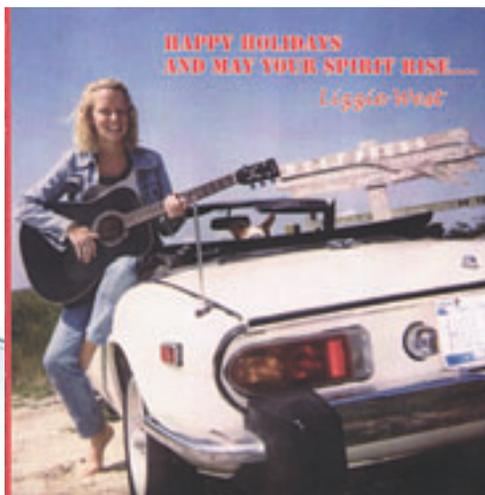
Another company is using Spitfires in their promo ads. This ad, for Hampton Inn, asks the reader "Have you ever celebrated when you've seen your exit sign?" The answer depends on how well the Spitfire is running that day!



SPIT KICKING

Lizzie West, Spitfire & GT6 magazine's favorite Spitfire drivin' musician, recently sent us her audio Christmas card. This year's "card" features her and her dog Figaro on the cover. She did not say whether Figaro sings on the album also.

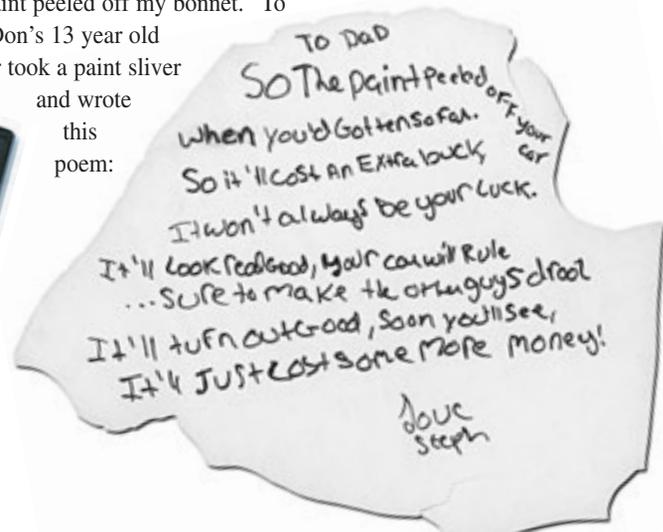
To sample some of Lizzie's music or see photos of her and Spitfire go to www.LizzieWest.com



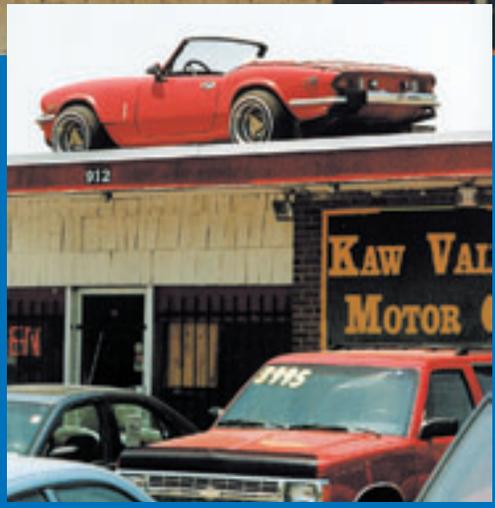
ALMOST THERE! HURRAY!

After a few years of hard but satisfying body work, welding in rockers, floor panels and rockers Don Reeder was ready for paint. "What I thought was a good paint job turned into an upsetting experience when the paint peeled off my bonnet." To

ease his frustration Don's 13 year old daughter took a paint sliver and wrote this poem:



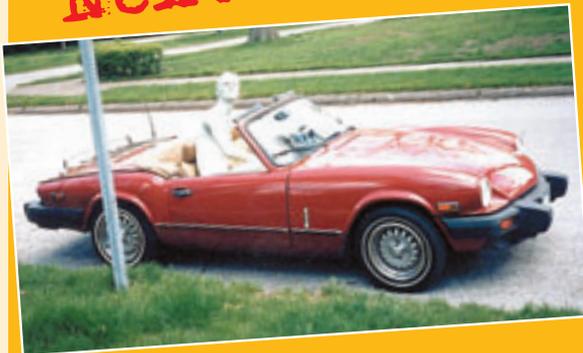
You write the caption



The Real Story...

My son and I have taken pics of a 1500 on the roof of a local used car lot in Topeka, Kansas. It has no engine and has been up there for a year or so.
—Leon & Karl Fundenberger

Next issue...



Steve Prater sent this photo of his Spitfire and friend....

Send your caption suggestions to info@triumphspitfire.com

or

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

Last issue we asked readers to send us suggestions for a caption for the photo to the left. Here are just some of the creative submissions.

the captions

Never could get the radio to work so....
 Alvin's the only guy in town that can do a "Tune-Up" on your Spit!
 Sure, it can climb walls, but can it fly?
 Spitfire: A car above others
 Your on top of the world when you drive a Spit
 I know how it DIDN'T get up there...it didn't float!
 The rooftop landing of Santa Claus' Spitfire
 Taking the sports car hobby to new heights
 When I landed, I thought this was a runway!
 Seeing no place else to land, the pilot of this Spitfire had to make an emergency landing on the roof of a used car lot.
 Above the rest
 We fly just like our name sake
 "Com'on guys, where did you put my car!"
 Given the congested parking conditions,
 Jimmy just decided to toss his Spit up on the roof while he ran inside for a beer.
 Spitfire 1 you're clear for landing on runway 3
 Spitfire makes emergency landing at local used car lot
 I know I said park it anywhere, but...
 Are we in heaven man?
 Well Above The Crowd
 Triumph Uber Alles
 Told you not to pop the clutch!
 Ain't that just the biggest darn Hotwheel ya ever did see?
 We'll hold the car until paid for!!!!
 Use nails, not a Spitfire to hold down the damn shingle's!
 Always above the rest
 "Which way did they go"
 "spit" in the wind
 Where Santa parks his Spitfire.
 Think they'll see me up here guy's?
 the sky is the limit
 no one stands as long as me
 Hey, you can see my garage from here!
 parking in this town is a bitch
 You mean it's not an airplane?
 Think anyone will notice if I take some parts?
 Rise to new heights in a Spitfire
 Can You See Me Now
 Top of the world, Ma.
 "I've heard of parking spaces for compact cars, but this is ridiculous!"
 Curb jumping in a Spitfire takes on a whole new meaning.
 Spitfires can land anywhere!
 We couldn't keep it on the road, so we put it on the roof!

The Triumph Spitfire: the Little British Car that you can park anywhere!
 Here At Kaw Valley Motors our prices are so low its raining roadsters!
 Priced above the rest "spitty"
 Do you think they have a drive through?
 I can see the pub from here!
 Hard to find Parts
 This is what happens when you Spit into the wind !
 Oh no, nothing is safe from the mexicans
 Always remember to tip the car park attendant or else!
 Always on top of things
 Spitfire with no top? I thought he said Spitfire ON top!
 Yes, they can fly... as often as a Stag runs
 Oop's, I should get those brakes done
 How did they land that spitfire on the roof?
 What the Spit
 You can park anywhere in a Spitfire
 Keeping it on the roof prevents the weeds from growing through it...
 On top of the world
 Here at Triumph, we encourage owners to stay on top of maintenance
 Roof racks not required
 Where DID I park that thing?
 When he asked his pilot friend about spitfires, he forgot to mention it was a triumph
 "Still King Of The Mountain"
 Spitfires really do fly!!
 I didn't think our trade-in value was that high!
 Left...your other left!
 I have a feeling were not in Kansas anymore
 "Triumph Spitfire; the cream rises to the top"
 That's what you get for not asking directions
 Next time let the clutch out easier!
 That damned Spitfire pilot has landed short of the runway again !!
 Now that won't stop any roof leaks
 If it's not on the lot, it'll be on the roof.
 I saw when it landed up there, and then two little "British Racing Green" men got out.
 That's the last time I'll let my wife park the car.
And...
No longer able to stand looking at its wheels, the 1500 ostracized itself from the community to ponder its fate.

Oh, the weather outside is frightful...



"The winter hit us surprisingly early this year, while my car was temporarily staying at a friend's garage (I was installing heating and lamps to my Spit's home garage.) Eventually I did have to bring my Spit back home, and preferably during daylight. This was actually the only possible day to do so in weeks. Distance driven that day was around 6-7 miles, gladly no more."

Mika Hekkanen, Haukipudas, Finland, 1973 Mk IV (photos by Juha Virtala)

THEY MAY BE SLOW BUT THEY ARE NOT STUPID!

As I recall, my little white Spitfire was a mid-1970s-vintage 1500. This would have happened in the winter of about 1982, so at the time, it was just an old, inexpensive car for me to drive. I lived in Lexington, Mass., and I had determined that the car would start up just fine if the temperature was 10 deg. or higher. Any colder and it just wouldn't want to get going in the morning. It was an understanding that we both could live with.

One night, I watched the late news and weather report. A cold front was due about noon the next day, but until then the temperature was predicted to stay in the mid-40s, even overnight. No problem, I thought, as I went to bed.

As I left the house for work, it seemed colder than I expected, but I didn't really pay attention to seeing my breath, especial-

ly since the car started normally. As I sat waiting for the engine to warm up, I turned on the radio. Apparently, the cold front had accelerated through the area overnight, as they are wont to do in New England, so the radio announcer closed out his news report with, "...and the temperature outside is nine degrees."

The car immediately stalled.

No amount of coaxing or cranking could get it to restart. It knew it had been fooled and it was mad with me for betraying our understanding. I pulled on another sweater, tossed my scarf over my shoulder and walked to work.

Cheers,

Mark Phelps, Basking Ridge, NJ



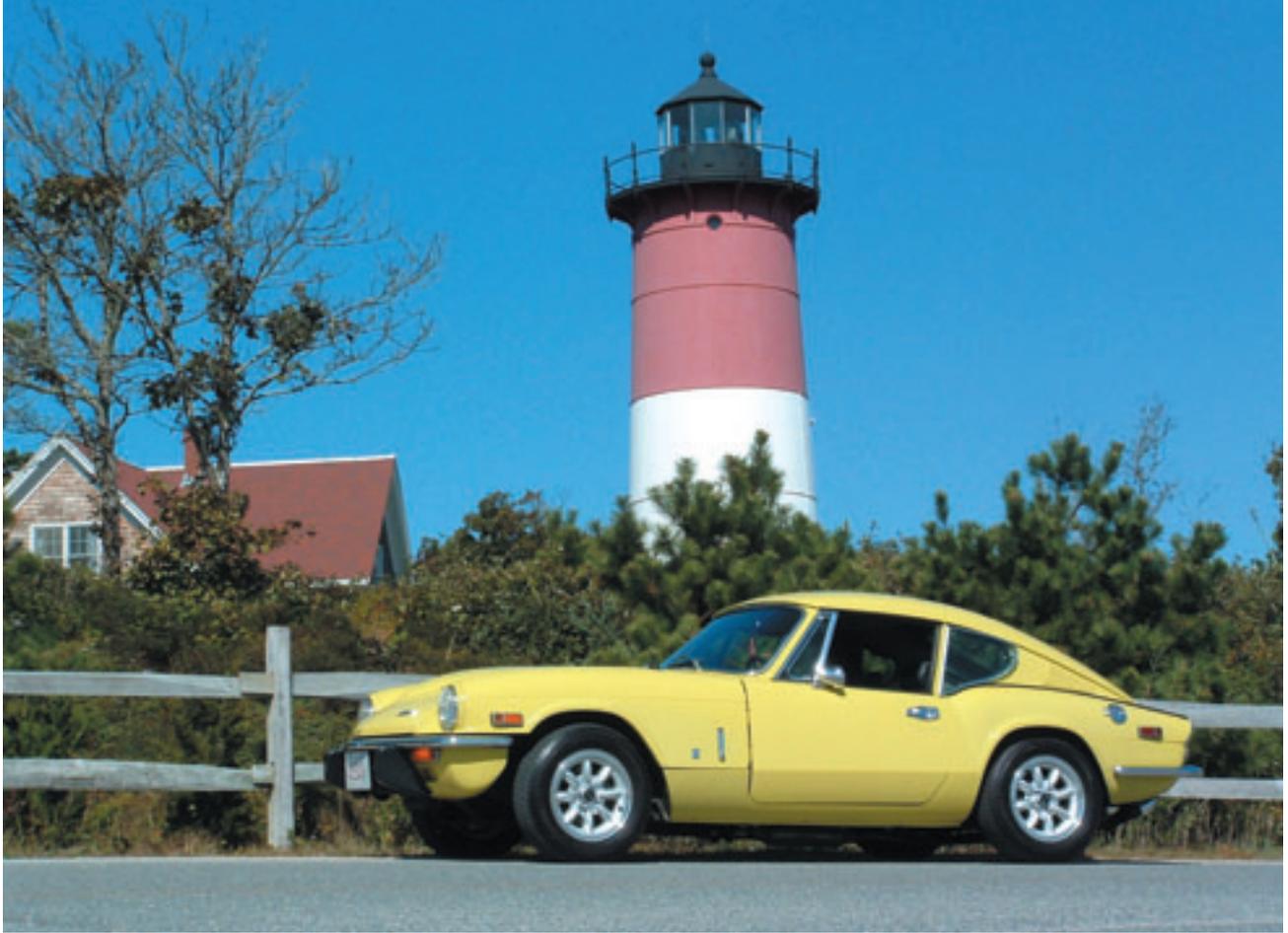
SWISS SANTA

Michael Walk, of the Swiss Spitfire club wanted to wish all the readers a merry Christmas 'n' happy new year!



MERRY SPIT6MAS

Robert van Gelder, looking a little like Santa himself, makes a holiday delivery in his '79 Spit6.



Dennis Brown, Massachusetts, USA, 1973 Mk3 GT6 (Nissan chartreuse)



Gregg, DeBasio, New Jersey, USA, 1972 MKIV



Shoron & Dave Hale, Ohio, USA, 1975 1500



Darren Kent, England, 1968 Mk3 (34-Jasmine Yellow)



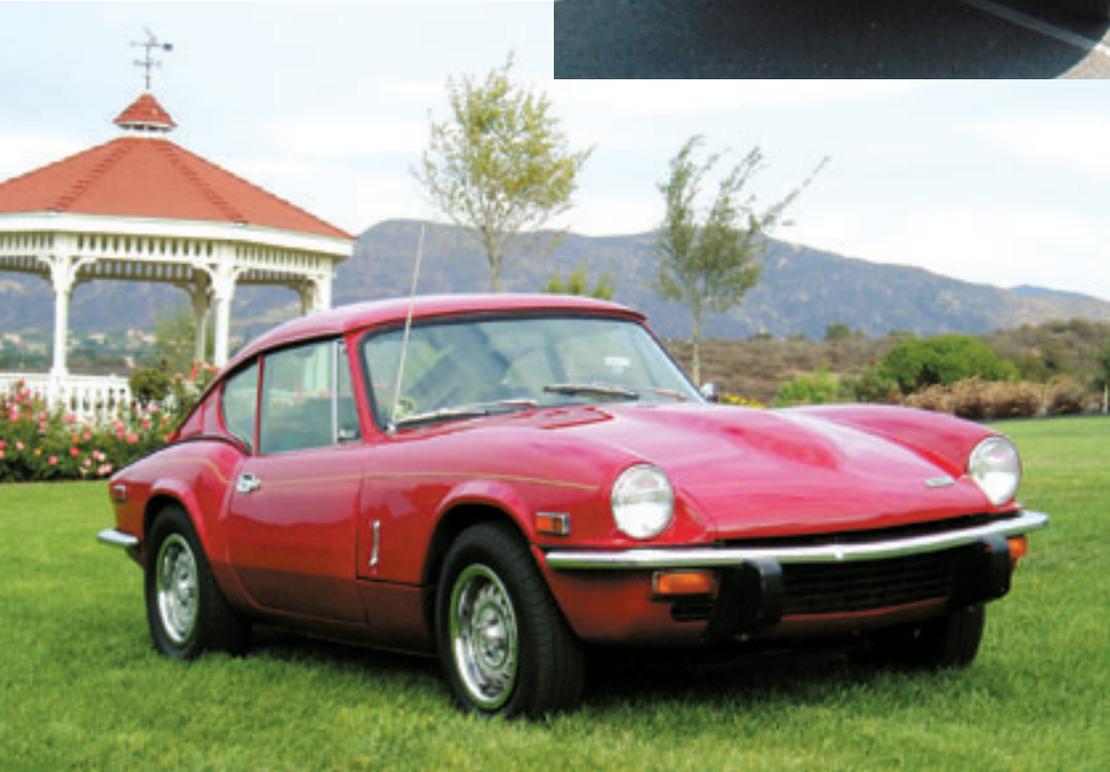
Herby Senn, Switzerland, 1967 MK 3 (full Circuit and Hillclimb Race Car)



Daniel Senn, Switzerland, 1964 MK 1 (FIA Homologated for Historic Rallyes and Hillclimbs)



Trevor Burfield, Northamptonshire, England, 1980 1500 (CAA-Carmine Red)



Matthew Wilson & Colleen Manzer, California, USA, 1973 GT6 Mk III



Des Kennedy, New Zealand, 1970 MkIII (54-Saffron Yellow)



Carol Meyer, Wisconsin, USA, 1977 1500



Julien Gijbels, Belgium, 1966 MK2 (32-Signal Red)



Fred and Sandi Stanio, Nevada, 1964 Spitfire 4
"I found this car in a junkyard in 1997 and restored it at home. It was completed in 2002. I took it to the All British Field Meet in Portland OR on Labor day 2003 and got first place in the spitfire class for people's choice. It was a big day for us."



Don and Judy Johnson Barrie, Ontario, Canada, 1977 1500 (AAE-Russet Brown) 9.5:1 CR, twin HS 4, su carbs, cold air induction, ported, polished, balanced. Kent hot street cam, aluminium alt and w/p pulleys, stainless exhaust system from the header to the custom muffler, gt6 brake system, Oil pre-luber, twin electric fans, overdrive. I really run nice on the highway.



Bill Hall, Tennessee, USA, 1973 & 1978 Spitfires
 "This photo is of my two Spitfires; a 1978 (red) that was finished in 1991, shown and recreationally driven until 2001 when she was pressed into daily use. She has about 240,000 miles on her now. Her sister car, a daily driver since 1990 is a '73 with over 365,000 miles. I am currently doing a complete, frame-up restoration which I hope to finish this winter. She has an overdrive and 3.27 rear end which means 2400 rpm at 60mph and 3000 rpm at 72 mph."



Livia I. Haasper, Ottawa, Canada, 1967 Mk3



Pete St. Jean, Connecticut, USA, 1980 1500 (NAF-Leyland White)



Ray Groff, Pennsylvania, USA, 1965 MkII (photo of his new baby back in '65)



Stephen Culliford, Ontario, Canada, 1978 1500 (FAB-Inca Yellow)



Joshua Allen between two Duxford winners; Simon Allen's Mk3 GT6 and Tony Locker Lamson's Mk3 Spitfire



Donald Gregg and his two Jack Russell Terriers, 1970 MkIII

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

"That Car of Mine"

BY BRIAN B. READY, NEW YORK

In 1999, I had been entertaining the idea of a small sports car to tool around in. You know, a little summer fun car. The wind in your hair, the sun on your face, picnic in the park type of car. I was thinking of an MG Midget having spent a couple of weeks with one back in the 70's.

I ran the idea past the "boss" (read wife) who seemed okay with it all and actually seemed quite interested. Of course, she didn't factor in the wind noise, road noise, exhaust noise, bumpy ride, lack of AC, and most of all the "messaging of the hair" effect. But, hey, I got the go-ahead! I wasn't really actively searching for any thing, when on my way home from work one night, there, at the local Mieneke shop, sat a robins egg blue Spitfire.

My friend had a Spitfire back in the mid 70's. I remember riding around with

fuzzy during a restoration, the car was ours. I say "ours" because after her first ride in the hot sun on the highway with huge SUVs speeding by doing 90mph the car became "mine".

I drove Little Blue like that for a year. I did small stuff to him like shocks, tires, alternator, etc.

But it became a project that got bigger and bigger. The next year I realized the frame was bent and cracked. The project had just gotten huge. I won't give you all



know the look! I kept on plugging away. If I got a buck for every time I heard, "You're going out to the garage to work on that car of yours" I would be able to finish this thing with money to spare! My wife just doesn't understand that a guy's gotta do something! I would tell her; I don't drink, don't play sports, don't watch sports and don't hunt or fish so if you want me I'll be out in the garage working on that car of mine!

Well, the persistence paid off. After I acquired a 1970 Mustang, which was supposed to be a solid driver (is there such an animal?), I had completely worn her out. Now, I have two cars to tinker with and I may try to push it to three. A 1971 Datsun 510, perhaps. My son and I go to the car shows while my wife and I enjoy an occasional evening ride in the summer in "that car of mine" which will, someday, if such a thing is possible, be completed. ■



him and every once in a while we had to jump out and prime the fuel pump by this lever on the bottom to get it started after it died. I also remember being able to get into the car via the door which is something I could not do with the Midget even with the top down. Being 6'2", I had to "Jan and Dean it" over the door to get my long legs in. Once inside I was fine. So, I figured the longer doors on the Spitfire a big plus.

The next day I stopped at the muffler shop to have a look. On closer inspection, the car was really Rustoleum Flat Robins Egg Blue. But I took it for a test drive to show it to the boss and she actually liked it. My kids loved it too, and dubbed the car, Little Blue. So, for \$2200 or was it \$2500, the numbers get

the details because most of you know how it goes. But, let me tell you, I was having a good old time out in the garage busting knuckles, cussing, and getting filthy doing all that manly man stuff to that car.

It was my therapy and I was able to go off the Prozac. The resentment was building though. My wife kept calling it "that car of yours". Every time I went out to the garage I got "the look". You



How It Came To Be

BY GLEN MORRISON, ONTARIO CANADA

This is one of those heart-warming stories of love that just had to be told.

Many people have asked how this car came to be in our family and here is the wonderful story behind it. I myself had always had a soft spot for those little British cars. I can remember back in high school buying a Mini Cooper off a friend who wanted to junk the car, and thinking this guy was nuts. I remember taking the Mini to auto class and spending weeks working on the little car and finally painting it a bright orange. I loved that car, my girlfriend (now wife) and going to the drive-in with this treasure. Memories that I still treasure with pride today.

Years later, actually 25 years of marriage later to that same high school sweetheart, I got that burning desire that I had back then for a British car, I figured the timing was perfect. I had spent at least five years restoring a 1939 WW2 British Tiger Moth biplane and only had one vehicle to drive back and forth to work, kids and so on. My wife Christine always wanted a car of her own but because of her giving and unselfish nature would not ask. She is truly one of a kind and not many like her around. One day I woke up and said to myself "I have a plan." Christine's birthday is coming up in June and I'm going to surprise her with her own British sports car. The plan was in place and now and I had to execute it by finding a car. This plan sounded simple but in the end it was not. I decided that the Triumph Spitfire was going to be the chariot. I always liked the lines and the overall look of

this little gem. It was sleek, sporty and I could visualize her racing down a country road with the wind in her hair, happy and free as a bird. It sounded so romantic and I couldn't wait for it to happen.

The search began in the fall of 1999. It was exciting at first until I realized after looking at the 5th or 6th Spitfire to get a good one was going to be tough. This couldn't be just any Spitfire; it had to be a special one. I couldn't give her a car that will be plagued with mechanical problems. After all, my queen was going to be driving it you know!

It was December, the dead of winter, and I was growing impatient with my search through snow banks for that gem. But the end was nearer than I thought. I was sitting at work one day having coffee with the guys and a co-worker had purchased a Tri-ad buy and sell paper. I had already exhausted all my resources looking for this on in a million car. I opened the first page and there it was! "Quick, make a phone call" I said. The stage was set, the lady said come this weekend and I said how about tomorrow. I had learned my lesson in the past not to wait or hesitate, but not to seem too anxious when buying. The next day I set off for a 2 hour drive telling Christine that it's just another airplane part or project. I lied, I had to... it's for her own good you know!

I'm heading on my way and I arrived at my destination, it's raining. I knocked on the front door at this country home and an elderly lady answered saying I will have to help myself and just open the garage door. I slowly pulled up on the rickety door only to find a musty dark



garage full of junk. I said to myself "another dead end". However as I looked closer with a flashlight I could see a taillight of what looked like a Triumph Spitfire, could it be? As I slowly removed the debris this 1977 Triumph Spitfire emerged out of its lair as if it were entombed waiting for its resurrection. As I stood and marveled at my find I felt that I was not alone. The elderly lady quietly stood in the doorway and then she said "I loved that car but she deserves better that to sit here". "She needs a lot of work and someone to love her as much as I did." "She does need a lot of work," I said "but it's a diamond in the rough." I knew the person who would love her as much as the old lady, that was my wife and the deal was made.

I had a big job ahead, three months until her birthday and a lot of work to do. My kids and I shoved it into my parent's garage and started to bring her back to life. New interior, brakes, engine work, ragtop and so on. We worked feverishly trying to complete this car by her birthday. On several occasions my wife received parts I had ordered because I was not home thinking they were airplane parts, if she only knew, I thought.

One week before her birthday we are working every waking moment closing it for the finale. The day before her birthday we shoved her outside, sun gleaming on her paint. I turn the key, it backfires, a puff of smoke and it sprung into life like a newborn baby. A big smile came over my grease smudged face as my mother leans out





of the garage and said, “she is going to love it”, and I said, “you bet!” Now for a test drive. Out the driveway and down the street as if she was released from her nest into the wild, it’s finally done.

Now the best part, to set the stage for her delivery. Our plan was to go out to a local restaurant to celebrate her birthday and my immediate family was all going to be there. I made

arrangements for the surprise and new arrival. We arrive at the restaurant everyone is charged, I think my wife sensed something special was about to happen. We walk pass the car, she looks, I stopped and said, “nice car!” I leaned over to look in and she said, “don’t touch I the owner will get upset.” I know Christine is thinking how nice it would be to have a car like this but is too humble to say.

Everyone is waiting for my next calculated move so I broke the silence and said “how would you like a car like this?” She quietly said, “it would be nice,” thinking it was not possible. My last

move, I reached into my pocket and pulled out her birthday card with grease still on my hand, I passed it to her. She opened the card with a simple “Happy Birthday we love you,” and a single brass key taped to the inside.

She stood motionless quietly holding the birthday card with a shaky

hand and tears slowly rolled down her face she said, “I don’t desire this.” “This car deserves someone like you to love it as much as the old lady who owned it before” I said. People were standing around outside watching this event unfold knowing it was truly a special time. Christine slides into the firm cockpit of her new love wrapping her hands around the leather steering wheel. It was like two old friends that had been apart for years reuniting. With a large tearful smile she said, “thank you.”

After a wonderful supper she is anxious to race outside to try her new wheels and off she goes shifting through first, second and third as we watched her disappear down the road. That was three years ago since that wonderful day in June.

The little green Spitfire has run strong to many car shows, club events and just driving in the country side. From April through to December that car runs continuously every day here and there. You will know it’s her when you see this little bright green sports car racing by with a beautiful woman, with a big smile, and a license plate that says AJOY, which it truly is.

Love Forever, Glen, Jennifer, Heather and David. ■



arrangements with the owner of the restaurant to park the car in front of the entrance in disabled parking spot. When we arrive we would then have to walk past the car and I knew it would catch her eye.

The day arrived with electricity in the air, my kids, Jennifer, Heather and David are bubbling with excite-



In Search of Summer Fun

BY BOB GRANDPRE, CONNECTICUT

For years my wife and I talked about rebuilding an old Chevy convertible that was under cover in the back yard. In the summer of 2001 we decided it was time. We uncovered the '63 Impala only to find that rain and father time had started to return it to mother earth. The cost in time and dollars would be more than we wanted to spend.

A new summer fun car had to be found so our search started; newspapers, auto-trackers, and eBay. We decided that a British car would be nice. There were a few requirements that needed to be met: we had to have a two-seat convertible in running condition, it had to be a reasonable priced with little or no body rot. Not too much to ask, right?

At work one of my coworkers mentioned he saw a small car of some type in front of a store in a town nearby. After work I took a trip out the the little town of Bethel, CT. I found the store but no car. With nothing to loose I asked the clerk and she said her husband have been trying to sell the car all summer and that he had the car at home only five minutes away. I was in his garage in no time looking at the little Spitfire. I took it out for a test drive and loved it. And it met all our requirements. We talked price and I returned home with a great deal of excitement.

My wife was delighted and want to

know when she could drive it. After a couple days my wife got her turn. She just fell in love. After agreeing on a price the Spitfire was ours. By that time summer was coming to a close. How time flies...

WINTER 2001-2002 THE BEGINNING

The toy was put in the garage for some TLC. In the process of researching the Spitfire it quickly became apparent that I needed to learn a new language. The trunk, or should I say the boot was the first and easiest to clean up. It had no rot or even rust to contend with, so a little sand blasting, primer, paint and it was done. Even the jack goat a new coat of

green paint.

Everything under the bonnet, except the engine, was removed. That made for easy cleaning. While sandblasting the frame I found a crack in which my son Bobby took care of



with a patch and a fine welding job. Then came primer and paint. The reinstallation of the front end with everything painted and new parts, from bushings to shocks, finished up the suspension. All engine parts; air pump, alternator, and all braces and brackets were either painted, polished or clear coated.

After new brakes were installed all the way around, figuring I did not have enough sand all over the garage I decided to sandblast the wheels. A little primer and silver paint and presto, new again!

Summer was getting closer at this point.

Before I could register the toy all safety items had to be in order. That's when I realized that the wiper motor was frozen. I spent a week rebuilding it and it still did not work. I could not figure out the problem. Help came from my other son Keith. He spent 10 minutes on the wiring and it was working like new.

The following week the toy was registered and on the road. Summer weekends were fantastic; Air blowing through the hair and all that. Especially our up state New York wine trip with friends that have other British cars, but that's another story.

WINTER 2002-2003 MORE TLC

The toy was put back in the garage for some more attention... just some minor necessities need to be added: a passenger door mirror, luggage rack and a better chrome front bumper. A remote oil filter to help the engine cooling was also completed. Besides it's not as messy to change filters. The overdrive switch was replaced because the old one was intermittently acting up. And now that all the small stuff was done, a complete interior kit was ordered.

Removing the old interior was easy. One little rot hole was found under the old rug and



heat-shielding material, the rugs need a little more fitting than normal. The interior came out perfect.

By this time things were looking great. Finding color-matched vinyl for the tunnel cover and hand brake council at a reasonable price was not going to happen so we decided on black. My wife cut out the pattern and sewed hand brake council cover on Sunday morning while I worked on the transmission tunnel cover. On Tuesday night after the glue had dried, both were installed.

The seats were a breeze. Tip: just don't pull the fabric too tight.

Now the "toy" is ready to be washed and waxed for more summer fun!

WINTER 2003-2004 FUTURE ADDITIONS

New additions for this upcoming winter will be wire wheels, new tires and re-chroming the bumpers.

Another "wine trip" with friend to Long Island, NY is planned for this summer. And we are expecting to attend more car shows where winning prizes is not as important as the search for summer fun.

Thanks goes out to my sons, Bob and Keith first, then Victoria British, Moss, eBay (where you can find all kinds of parts) and Spitfire & GT6 Magazine with all the pictures and articles supporting this great little British car. ■



repaired with little trouble. Removal of the glove boxes was next after cleaning and refinishing a new speaker, for the original radio, was installed ridding us of the crackling sound of the old one.

The wheel well fabric was the hardest to stretch into place (use new glue, it works much better). All the cockpit panels were installed per the instructions making it an easy job. Because I added

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Where are they now?

Dear Spitfire Magazine,

Following your article in Issue #11 on the Le Mans Spitfires, I wanted to share with you the whereabouts of ADU3B, the 1964/1965 Le Mans Spitfire, as I'm the owner of this car.

We have found the car almost abandoned in 1989 in the south of France near Nice. The car was in pretty good shape apart from a missing rear right wing following a close encounter with a tree during a rally in 1969 (aluminum vs tree, aluminum doesn't win!)

Unfortunately for my friend and I, our financial status was weak at that time and we had to let it go to another owner who kept it for 10 years with the intention of restoring it. We lost contact until I had the chance of meeting this very guy during a race at Le Mans (!!) in 2000 and he mentioned the fact he wanted to sell the car because he had too much to do already looking after his Elva Mk8. My friend and I bought the car straight away!

As you can see, the last ten years have been difficult but the car is complete except his original 70x engine.

We are currently restoring it to 1965 Le Mans spec and hope to be able to race at the Le Mans Classic event in July 2004.

These photos are of the car when we bought it three years ago including one of the bonnet being restored.

If anyone has any document/parts to help restore this car to his past glory, please contact me by through Spitfire & GT6 Magazine: info@triumphspitfire.com.

Thank you,
Hervé Lequippe





The "Mugello" Spitfires

BY PAUL RICHARDSON



The following story is about a truly great character called Peter Cox. Ever known as 'Coxy,' he built what were generally regarded as the fastest 1000cc racing Spitfires ever built. Sadly, he passed away in 1999 but he left behind him a legacy of laughter and motor racing stories that will always be remembered with deep affection by all who knew him. Coxy was a one off, and the following story is my personal tribute to the memory of a very dear friend.

Coxy served his apprenticeship with Standard Triumph, after which he was selected as a permanent member of my late father's competition department in 1956. Thereafter he prepared works TR's and the 'twin cam' Le Mans cars throughout the definitive TR era. When the competition department was closed after the Leyland takeover in 1961, he decided to leave the company and

worked in the competition department of the Mintex brake company and later the Brabham racing team. He returned to Triumph in 1963 where he remained in the competition department until it finally closed in 1966. After this he continued with mainstream experimental work until his retirement in 1998.

Coxy was as keen as mustard on motor racing, and with preparing works competition cars for international rallies and races from 1956 to 1966 he knew a thing or two about building prototype Triumph competition cars. He was always keen to drive himself and once told me that when my late father entrusted him with driving one of the first twin cams to Le Mans 'The racing bug had bitten deeply.'

It was after the works Le Mans Spitfire era of 1964/5 that he decided to build and race his own Spitfire. In 1965

"An Italian family, who'd seen me disappear through the hedge, was on the scene from a cottage opposite. They dragged me into the cottage, checked me over, bathed my cuts and bruises and stuck a very large Brandy in my hand."



Pete Clark (left) and Pete Cox with the first Spitfire they built after completion of Freddie Dixon Trophy race.

however, "that some very tasty camshafts sometimes appeared over the garden wall." In mid 1966 a racing Spitfire was born that was soon to take the British racing scene by storm. After developing the car throughout that year preparations were made for an all out attempt to win the prestigious Freddie Dixon Trophy series in 1967. This series of races for modified sports cars was run on nine British circuits including Silverstone, Oulton Park, Snetterton, and Castle Combe.

out the series was 4th. He also broke the class lap records at Mallory Park, Brands Hatch, and Croft. To bring this into context, Coxy's overall positions were achieved in races which included light-weight racing E types and Shelby Cobras etc. In his first season's racing he won the prestigious Freddie Dixon Trophy in a year when MG midget and MGB drivers just had to take a back seat and follow. The success of the Cox/Clarke racing Spitfire created enormous interest in Spitfires - so much so that the duo became inundated with orders from people who wanted to buy racing Spitfires built by them. At one stage they considered starting their own business but this did not materialize.

However, the duo did built two very special racing Spitfires that were quite unique, one for Richard Lloyd, who was the road manager for our ageless British singing superstar "Sir Cliff Richard," and the other for Richard Lloyd's pal, Chris Marshall. This hampered Coxy's own racing programme in 1968 because, due to the work involved with building and maintaining 'customer' cars, he missed two or three races in the Freddie Dixon Trophy - although he still finished second in the series.

It was in 1969, however, that Coxy's true character showed itself. He decided to enter two Spitfires in what was one of the greatest European 'Road Races' of the time - the International 'Mugello Grand Prix' for sports cars. This race was run on the awesome Mugello road circuit near Florence. Each lap was 66 kilome-

he formed a partnership with his longtime pal Peter Clarke who'd also worked in the competition department since the mid 50's. It all started when he bought an ex rally spitfire from the SMART racing team owned by Stirling Moss. The Cox/Clarke team totally gutted the car and began building a 'racing' Spitfire to their own specification in Coxy's garage at home.

Over the next year the duo worked all hours, and much midnight oil was burnt improving suspension and building a full race engine. Leyland Triumph showed no interest in helping out with any form of sponsorship or the supply of specialized parts so most of the parts needed were bought from the Leyland 'salvage department.' Coxy did admit,



Coxy at Mallory Park winning his first race.

Coxy's first race at Mallory Park in 1967 was a taste of what was to come. He won his class and finished an incredible 2nd overall. In the nine races he entered that year he won his class 4 times, finished second 4 times and 3rd once. His 'overall' positions included an outright win at Crystal Palace, second places at Mallory Park and Brands Hatch and his lowest overall position through-



1969 Mugello Spitfire in hotel car park before the race.

ters of twisty, narrow open roads bordered by trees, stone walls and hedges. The course also included the climbs and dives of 'mountain sections' and passed through dozens of the inevitable Italian villages. Coxy was to captain the team and share Richard Lloyd's car - with Chris Marshall and John Brittan driving the second car - both cars, of course, were built and prepared for the Mugello race by the Cox/Clarke duo.

A major consideration in engine size came to the fore here because the 1 to 2 litre class attracted sophisticated works machinery like Fiat Arbarths, 907 Porsches, Lola T210's, Type 33 Alfas and Dino 206 Ferraris - and sports racing cars with F1 'Tasman' engines like the Nomad BRM. Regular drivers in this category also included masters like Arturo Merzario, Toine Hazemans, Brian Redman, Tony Lanfranchi, Vic Elford, Nino Vaccarella and Gijs Van Lennep etc. Obviously to compete in this class would be a hiding to nothing. Coxy decided to sleeve down engine capacity to 998cc and enter the 1000cc class. The 'Mugello' Spitfires were borne and with 45 DCOE Webers, and an 11 to 1 compression ratio, they developed 100bhp at 6500 rpm.

The first practice and qualifying session at Mugello proved to be one of the most priceless racing stories I've ever heard. Coxy was bitterly disappointed with the result after such meticulous preparation of the cars, but the story epitomizes Coxy's character as he was in tears of laughter whilst relating the story to me.

It was decided that Coxy, with his experience, was to drive first. He found the car handled beautifully on the notori-

ously twisty road circuit, but it was whilst practicing the last part of the twisty 15 kilometer mountain section, between Passo Pinetta and Fuenzuola, that things went disastrously wrong - The accident is best described in Coxy's own words from tapes of an interview I had with him.

"I was going like stink down the fast mountain section towards Fuenzuola. Just before the village, there was a series of five very fast left-hand bends which I took flat out in top, followed by a sharp right hander over a river bridge into Fuenzuola. I thought I knew this section, but as I got through about four of the flat out left hand bends I lost count - and arrived at the sharp right hander doing about a hundred when I should have been doing forty"

"I spun, shot off the circuit backwards, went through a hedge - and then dropped down a forty foot ravine onto a dried river bed! The car, with a full tank, was completely smashed to pieces, it was unrecognizable. How the hell I ever got out of it alive I'll never know. There was petrol everywhere but, luckily, the car didn't catch fire. I was badly dazed and cut and bruised all over, but after a minute or so I realized I wasn't badly hurt and climbed out of the wreckage, which was strewn everywhere. I somehow clambered up the steep bank, not really knowing if I was in Coventry or Italy. As I clawed my way to the top, an Italian family, who'd seen me disappear through the hedge, was on the scene from a cottage opposite. They dragged me into the cottage, checked me over, bathed my cuts and bruises and stuck a very large Brandy in my hand."

"The circuit was obviously closed to

traffic for the full seven hour practice and qualifying session, and I was worried about getting a message to the lads back at the pits to let them know I was OK.

Unfortunately, the inter circuit communications at Mugello were bad, so they knew nothing of what had happened and couldn't drive round the circuit to find me for another six hours. In the mean time, the Italian family had got the party spirit and, just happy to be alive, I definitely got the party spirit as well. Over the next six hours my new Italian friends and I proceeded to celebrate my deliverance

from the gates of St. Peter by drinking the cottage dry of Chianti, Brandy and anything else that was wet apart from water - with the occasional break for servings of Palma ham, cheese and melon. Six hours later the lads drove round the circuit and spotted my tyre marks and the gap in the hedge at Fuenzuola. Hearing the sound of laughter and general merriment in the direction of the cottage, they walked over to find me and my Italian friends completely paralytic-but very, very happy."

"All that was retrievable from the Mugello Spitfire was the engine and the commission plate which we needed for customs purposes. The rest of the car is still scattered on that riverbed for all I know. I was still feeling a bit woozy after the accident so it was decided that I should have a check up - whereupon I spent a day and a night in Florence General Hospital. After this we decided we all needed a holiday but we had virtually no money left. We did have, however, loads of spares for the Spitfires. I'd always liked the South of France, so I solved the problem by selling all our spares to the Triumph Distributor in Nice. We delivered the spares, collected our money, and spent a very agreeable holiday in JUAN LES PINS."

As a footnote to this article, the Richard Lloyd Spitfire was obviously written off, but the second Mugello Spitfire driven by Chris Marshall and John Brittan finished the race proper but was seriously delayed by a puncture out on the circuit. Pete Clarke started his own Restoration business many years ago and is still rebuilding road and race going Triumphs of all types today - and we regularly talk about 'Coxy.' ■

V.A.R.A.C.'s 24th Annual Vintage Racing Festival Spitfires at Mosport

BY GREGORY HERTEL & LIV HAASPER, ONTARIO, CANADA



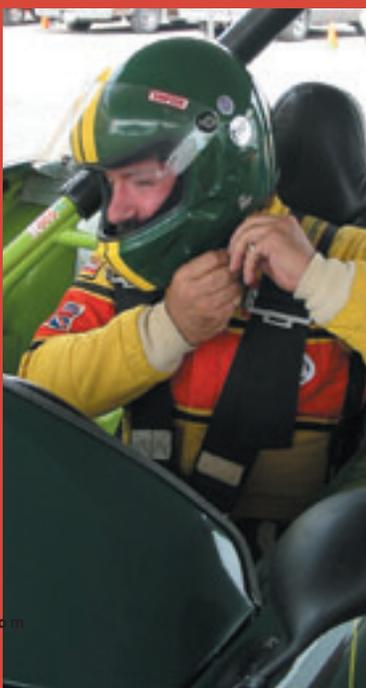
**"It's a fine day for
motor racing."**

- Jackie Stewart

It was not only a fine day for motor-car racing, but an exceptional weekend as V.A.R.A.C. (Vintage Auto Racing Association of Canada) hosted the 24th annual Classic Vintage Racing Festival, June 27-29 at Mosport International Raceway. Over two hundred Vintage and Historic racecars from all four corners of the continent converged on Mosport, located northeast of Toronto, for one of the most memorable weekends ever of historic racing in Canada. MG's and Minis, Lotus' and Lolas, Chevrons and Corvettes, and of course a plethora of TR3's and 4's and half a dozen Spitfires sliced and diced around the challenging 2.4 mile historic track.

This year's Festival was especially significant as Triumph was the honoured marque for the weekend. The selection of Triumph as the honoured marque, was in part to honour the fiftieth anniversary of the TR2. It was also to acknowledge the anniversary of the prototype TR2's record breaking Jabbeke Highway run in Belgium, completed in May of 1953 and piloted by the renowned Standard Triumph Competitions Director, Ken Richardson. At the time, the 124.095 average speed, achieved over two runs in opposite directions over a measured mile, made the TR2 the fastest production car in the world - Much to the delight of the Standard Triumph management who used the results to promote the debut of the car.

Among the highlights of this year's Festival was a Vintage Car Show organ-



ized by the Toronto Triumph Club where all types of Triumphs, including about a dozen Spitfires, gleamed and shone in a special paddock area. There was also a Triumph Honour Parade for all Triumph owners around the track, led by Bill Dentinger in his #25 TRS 929 HP, a car famous for having been raced at Le Mans and Sebring in the early 1960's. On the track, racing hi-lights included the MG Simm's Cup/ International Triumph Challenge, a friendly, bragging rights only race, for all MG's and Triumphs. In the vendor's area, noted vintage sports-car mooch and author of "The Last Open Road" and "Montezuma's Ferrari", B.S. Levy, was seen flogging his books. What was it you were implying Burt about Canadians, "... having deep pockets and short arms"?

As always the access to the cars and drivers in the paddock was exceptional and the spirit of openness and friendliness permeated the weekend.

V.A.R.A.C.'s intent to "... preserve, restore and race historically significant cars..." was indeed met and exceeded at this event.

The spirit of preserving, restoring and racing was also in evidence as many members of Friends of Triumph (F.O.T.) were in attendance. F.O.T. is an informal on-line group of vintage Triumph racers (established in the late 1990's) who exchange technical data, support fellow enthusiasts and discuss all aspects of vintage racing. F.O.T. put the word out via the internet many months ago, to encourage Triumph owners and racers to attend



Kas Kastner in front of Tom Strange's #4

this event, especially after last year's successful S.V.R.A. vintage Triumph event at the Mid-Ohio Raceway. F.O.T. was also responsible for inviting three luminaries in the history of Triumph racing competitions to this weekend's event - Mike Cook, Paul Richardson and the legendary, Kas Kastner.

Kas Kastner Looking fit and healthy, having just completed a cross-Canada train trip with his wife Peggy, Kas was making his first visit to Mosport. Having been invited by the F.O.T. to be the Grand Marshall of this weekend's event, Kas presented the inaugural Kastner Cup to TR4 racer, Jack Drews of Genesco, Illinois. The Kastner Cup will be presented annually on the east coast one year, and the west coast the next, to a vintage Triumph racer for their efforts to support and encourage the growth of the sport.

Revered in vintage Triumph circles and within the motorsport community at large for his creative ability to experiment with standard engine components and tune engines, Kas is most recognized by Triumph enthusiasts as the Competitions Manager for Standard Triumph racing in North America during the 1960's. In this capacity, Kas successfully managed Standard Triumph's sportscar racing program. He wrote competition and tuning manuals and worked with zone managers to sell cars and racing parts. He was also responsible for the race preparation of Triumphs, for customers who wished to race them. In 1967/68 he collaborated with AC Daytona Cobra stylist, Peter Brock to build the strikingly-beautiful, 1968 Sebring-raced TR250K or "K-Car."

In the 1970's Kas left Triumph and became team manager of Kastner-Brophy Racing. His engineering skills led him to work for numerous teams throughout the

70's and 80's who competed in S.C.C.A., U.S.A.C. Formula 5000, Can-Am and Indy Cars. In 1986 he became Nissan's National Motorsports Manager and guided the team to a number of I.M.S.A. prototype series championships. Retiring as the executive vice president of Nissan Performance Technology Inc. in 1994, Kas now golfs, travels and over the last three or four years, due to the encouragement of the F.O.T., has been visiting vintage racing events around the U.S. and now, Canada.

Adjourning to a nearby golf cart in the paddock, Kas, the consummate gentleman, warmly reflected upon some of the highlights of his career as Standard Triumph's North American Competitions Manager. Highlights such as the incredible Coventry engineers who couldn't believe that Kas was able to tune a TR4 engine to an un-heard of 155bhp when they could only get a maximum of 135bhp. Kas also recounted his visit to Le Mans in 1964 where he watched the Le Mans Spitfires compete. He also went on to mention how improved the Macau Spitfire was after he dropped in a 2-litre GT6 engine with three double Webers, while campaigning the car for two seasons in the late 1960's.

When asked to select his most satisfying achievement as Competitions Manager, Kas recounted the the TR4's inspired victories at the 12 Hours of Sebring in 1963 where, "Nobody expected us to win." Despite this unprecedented success, when Kas subsequently went to Standard Triumph's North American president to ask for more money and company support, Kastner was told to "...seeketh greener pastures." So he did, and began negotiations with Carroll Shelby to run the Shelby American Team

and the Cobra plant. Fortunately, a last minute intervention by Mike Cook, the Advertising and Public Relations Manager for Standard Triumph U.S.A., connected Kas with the new S.T. U.S.A. president, Chris Andrews. Talking in a phone booth while waiting at the Ildewild Airport in New York, a deal was struck and Kas stayed on with S.T. and became the Competitions Manager.

In that role as Competitions Manager, Kas eventually discovered what all vintage Spitfire racers now take for granted, and that is, the 1296cc Spitfire Mk III engine is best suited for racing as it can be effectively race-tuned to achieve maximum performance. By no sheer coincidence, all the Spitfires racing at Mosport had that very engine under their bonnets.

With his all his years of experience and intimate knowledge of everything Triumph, Kas is recently finished what is bound to be a must read for all Spitfire





and Triumph enthusiasts - "Kas Kastner's Triumph Preparation Handbook", a two hundred page journey through his many years of Triumph racing, with lots of never before published anecdotes and photographs. A limited run of 1000 copies was published this past August and can be ordered by sending cash, certified cheque or money order for \$34.50 U.S.D. to: Kas Kastner 1611 A South Melrose Drive Box 281 Vista, California U.S.A. 92081 (No credit cards please. Shipping via U.S. Priority Mail will cost an additional \$3.85 U.S.D. California residents must add 7.75% sales tax.) Also available online at www.TSImportedAutomotive.com.

Paul Richardson Author, racing mechanic, entrepreneur and son of Standard Triumph Competitions Director, Ken Richardson, Paul's Triumph pedigree is in the blood. He recently wrote,

" As my late father Ken was chief mechanic and test driver to the ERA and BRM teams, I was raised amidst the heady smell of alcohol racing fuels, the gravelly ripping voice of supercharged ERA engines, and the ear shattering scream that burst from the four exhaust pipes of the V16 BRM. It was these experiences that were to draw me, inevitably, to the wonderful sport of motor racing."

Visiting Mosport for the first time, Paul had just returned from Belgium scarcely a month earlier, from ceremonies to commemorate the 50th anniversary of the TR 2's famous speed record, set by his father. He was warmly received by the F.O.T. spending a great deal of time in the at the Western

Pennsylvania Hospitality Tent, talking enthusiastically with racers and fans alike. Paul's enthusiasm for Triumph and motorsport was also evident during an open Q. and A. Forum held during the weekend. On Sunday, June 29th, Paul co-piloted TRS 929 HP around the ever-challenging Mosport circuit during the Triumph Honour Parade.

Working as an author on classic motoring subjects, Paul's intimate knowledge of the people and events in the history of Standard Triumph, serves him well as recently seen in the articles in this and the last issue of Spitfire & GT6 Magazine. Stay tuned as Paul is currently working on a book about the engine designers, racers and the colourful individuals he's met during a life-long involvement with motorsports.

The Racing Categories Differing slightly from vintage racing categories in the United States, V.A.R.A.C. differentiates





between the two terms Vintage and Historic. Vintage Classes are cars built prior to Dec. 31, 1961, while Historic Classes are post-Vintage Class cars built up to Dec. 31, 1972. Within these two categories there are eight groupings for race purposes:

Pre-War - Pre-War single seat and sports cars plus post-war T-Series MG's. Vintage Open Wheel (Monoposto) - Formula Junior cars such as Cooper's, Lotus', Elva's and Lola's. Vintage Production Sports Cars - Mass-produced street cars such as, Austin Healey Sprites, TR 3's and 4's, MGA's, TVR's, Porsche 356's and Triumph Spitfires. Vintage Sports Racers - Limited production cars built as racing cars including, Elvas, Lotus XI's and Lola Mk 1's. Classic Sedan (Saloons) - Dominated by Austin Mini Coopers and includes Volvos and Lotus Cortinas. Historic Open Wheel - Single seat racers, predominately Formula Fords. Historic Production Sports Cars - Datsun 240 Z's, Lotus Elans, Porsche 911's, Corvettes, Mustangs, TR4's, TR6's, MGB's with a cut-off date of Dec. 31st, 1972. Historic Sports Racers - 1000cc up to 500hp purpose built, low production race cars such as Can-Am cars.

To maximize track time, the smaller displacement Spitfires (under 1.3L) which run in Group 2, are combined with the larger displacement Vintage Production Sports Cars (over 1.3L to 3.0L) which run in Group 4. Therefore, the field for Spitfires at Mosport included cars such as, Austin Healey Sprites, MG TC's and TD's, TR3's and 4's, TVR's, MGA's, Elva's, Turner's and Porsche Speedsters and 356's.

The Spitfire Racers A typical Vintage Festival weekend at Mosport usually finds the competitors arriving on Thursday to prepare for practice sessions on Friday. Saturday starts with an all-drivers meeting, some morning practice and qualifying in the afternoon. There are races on Sunday morning and the feature races, such as this year's MG Simm's Cup/International Triumph Challenge, usually take place in the afternoon. This year all the Triumph drivers, arranged their motorhomes and "EZ-Ups" in the paddock between Turns 1 and 2. It was there that each of the Spitfire racers shared their stories.

RUSS MOORE The "Godfather" of Spitfire racers, Russ is the embodiment of sportsmanship and consummate mechanical knowledge. Every Spitfire racer at the event had nothing but praise for Russ' kindness, generosity of spirit and frequent mechanical troubleshooting expertise.

Russ hails from Brooktondale, New

York, where he is a computer systems designer and engineer. He has campaigned his bright red #49 1963 Mk 1 on the vintage circuit for over 15 years. He also operates Twin Pine Restoration, a vintage British motorcar restoration and competition preparation service. When called upon by the S.V.R.A., Russ also conducts technical inspections of vintage racecars. Joining Russ this weekend was long-time friend and Washington D.C. resident, Jeff Govert, who helped Russ prepare his car.

On the track Russ qualified 16th out of 38 competitors who competed in Group 2 and 4. Qualifying at over 75 m.p.h., Russ drove to a respectable 13th place, best of all the Spitfires, during the

group based at the Texas World Speedway in College Station Texas, Susan has owned her bright green # 42 1967 Mk III Spitfire since 1998 and has been racing for over three years. A Program Development Specialist for the Interstate Battery Company in Dallas, Susan's ownership and interest in Spitfires goes back many years. In an earlier, non-racing career, a Spitfire served as her delivery vehicle when she drove for Domino's Pizza. (I bet the pizzas were always delivered in under 30 minutes!)

Susan qualified 26th, third best of all the Spitfire racers in Group 2 and 4. She stealthily moved through the mid-field racers during the MG Simm's

Russ Moore, Don exudes a laid-back, almost casual approach to vintage racing. On the track, however, his laid-back persona changes as his entire focus is on racing. Throughout the weekend, Don turned in consistent lap times and demonstrated his high technical skill as a driver. Qualifying 15th, first among all the Spitfire racers, Don went on to finish 18th in the Group 2 and 4 race. He also finished 10th, best of all the Spitfire racers, in the MG Simm's Cup/International Triumph Challenge Race.

TOM STRANGE Tom and his ace mechanic, Matt Kierzek, traveled all the way from Appleton, Wisconsin to race Tom's white, #4, 1977 bodied, 1972 1296cc engined Spitfire. An Avionics



Group 2 and 4 race. Russ also placed 12th in the MG Simm's Cup/International Triumph Challenge Race. For Russ, the competition on the track is secondary to the camaraderie and friendship between the drivers on the vintage circuit. He likens his participation in vintage racing to, "... kids playing in a sandbox forty years on..." Indeed the wide grin on his face and infectious enthusiasm for the sport is a testament to that fact.

SUSAN KAHLER Having made the long trek to Mosport with her husband and chief mechanic, Brad, all the way from the Lone Star State, Susan was making her first visit to Mosport. A member of the Corinthian Vintage Auto Racing

Cup/International Triumph Challenge and finished a respectable 15th.

Unfortunately, on the fourth lap of the Group 2 and 4 race, a front end rocker pedestal broke which resulted in some "...valve to piston contact." An engine rebuild is now in the offing. Undeterred, like water off a yellow Texas rose, Susan took it all in stride noting, "That's racing."

DON SOPP Hailing from Homer, New York, Don has been racing his B.R.G.#18 1966 Mk II, with a Mk III engine for over eight years. An electrical contractor by trade, Don also owns and operates a small ice-cream business which makes and sells ice-cream. A long-time friend of

Technician by day, Tom has been vintage racing for six years at S.V.R.A. and S.C.C.A. events from Indiana to Minnesota. Affiliated with the Mid-Western Council of vintage race clubs, this too was Tom's first visit to Mosport.

Sporting a pair of double Webers and an original Group 44 fiberglass bonnet which Tom found in the U.K. a few years ago, Tom's Spitfire experienced a few mechanical gremlins over the weekend. A fuel starvation problem halted Tom's progress during the Group 2 and 4 race. However, a competitive 23rd was achieved in the MG Simm's Cup/International Triumph Challenge. Tom wanted to say a special thank you to



surfaced in the MG Simm's Cup/International Triumph Challenge as David recorded an DNF and had to be towed back to the paddock.

Undaunted by the results, David was thrilled to finally have his car ready to race and looks forward to future vintage events.

By late Sunday afternoon, and the conclusion of the last race, all of the Spitfire racers began packing up and preparing for their trips home. The eager anticipation, the blaring revving of engines, the smell of burning oil, the klink of tools being dropped on asphalt and the energy of race preparation that filled the paddock earlier in the day, had already become a happy memory for the racers and fans alike. Nothing but praise for the Festival's organization was heard everywhere. Hands were shaken, hugs

Russ Moore for all his technical assistance as well express his appreciation to Susan Kahler for all her encouragement.

ANDREW KONOPKA As Director of Mechanical Services for every piece of maintenance equipment used in New York City's Central Park, Andrew's mechanical knowledge is second to none. Commuting daily from his home in Denville, New Jersey to his workplace in Central Park, the vintage traffic on a racecourse such as Mosport is nothing compared to driving in and out of Manhattan.

Accompanied by his wife and children, Andrew's visit to this year's Vintage Festival was part of a brief family holiday which, naturally, included a mandatory stop at Niagara Falls while enroute to Mosport. This is the second year that Andrew has raced his dark green, # 241 1963 Mk 1 at vintage events. Qualifying 33rd in the Group 2 and 4 race, Andrew blitzed through the field and finished 16th, second best among the Spitfire racers. A consistent 19th was also achieved in the MG Simm's Cup/International Triumph Challenge.

DAVID HERD Competing in his first vintage event ever with his white, #127 1967 Mk II/MkIII, David comes from Caledonia, Ontario - about two hours away from Mosport. Having been involved in vintage racing for a number of years as a marshall, David always wanted to race a small-bore sportscar and choose a Spitfire because currently, no one else affiliated with V.A.R.A.C. is racing one. Just over two years ago, by complete coincidence, he happened to mention to Russ Moore that he'd like to race a Spitfire someday. The ever-encouraging Russ offered David, for free, an old S.C.C.A. donor car that was perfect for vintage racing.



Setting off with an empty trailer behind his truck, David made the pilgrimage to a barn near Watkins Glen, New York where the car had been stored. With Russ's kind assistance, the car and some additional parts were loaded onto the trailer and David headed back to Canada. Persuading the Canada Customs officials at the border that he wasn't importing a trailer full of rusty land-fill, David returned home and began a through restoration of the car. Striving for 1960's mechanical authenticity, the only non-period upgrades in the car are a N.A.S.C.A.R.- style rollcage and modern competitive shocks and struts.

As this was David's first competitive weekend with car, his intent was to test how everything worked under racing conditions. A fairly gentle pace was undertaken during qualifying. Unfortunately, mechanical problems prevented David from starting the Group 2 and 4 race. The mechanical problems re-

were given, e-mail addresses exchanged and plans to meet at the next vintage event were discussed.

Congratulations to V.A.R.A.C. for hosting such a successful event and congratulations to all the Spitfire racers for their commitment to racing. Owning a street-going Spitfire and being aware of the racing heritage of the Spitfire is one thing, but to actually commit time and money to racing a Spitfire, or any vintage racecar for that matter, takes a very special individual indeed. Those of us who watch you race salute you for the excitement and enthusiasm you bring to vintage racing. Hope to see again next year at Mosport, as V.A.R.A.C. hosts the Silver Anniversary, Vintage Racing Festival.

(With special thanks to Bob Deshane, Ron Wanless, Nick Pratt and Jeremy Sale of V.A.R.A.C.) ■

10 White's Corner
9 The Esses

downhill apex
Entrance From Pits

5C
5A
5B Moss Corner

The "Joys" of Being a Sponsored Driver

BY TED SCHUMACHER, OHIO

The Marathon Oil Company Goodyear Tire Champion Spark Plug AEC British Leyland Competiton Department Triumph Spitfire was the class of the field today...

Sounds just like what you see today in the post race interview of a NASCAR or any other major race event. Without the sponsors, racing would not exist. Yes, that might not hold true for a local autocross series or a vintage race, but even there you are looking at sponsorship to help support the event, if not the individual cars. We were fortunate enough to race with real sponsorship for over 20 years. All the companies listed above, and others, were a major part of the racing. Our 1971 budget was \$35,000. Not much by today's standards but a lot of money in 1971 dollars. This was not enough to run a Spitfire for a year but it came close.

How does sponsorship work? Does Goodyear or Marathon Oil or Brand X just throw some money your way and say "have a nice day"? NOT HARDLY! They have an objective or goal in mind. Racing is one of a myriad of ways to achieve this goal. It could be increased sales, goodwill through public awareness, in-house promotional activities, community programs such as driver's ed in high schools or anything else you can think of.

Anyone is fair game for a sponsorship proposal. In 1973 we put together a program with a nearby university. They have an excellent engineering program as well as business, art, English and the rest of the normal academic fare. We were going to run a Toyota sedan in the TransAm 2.5 challenge series. Here's how it was going to work. Toyota was going to furnish a car. Marathon Oil Company was supplying dollars, Goodyear for tires, etc. The Civil Engineering students would design the rollage (similar to building a bridge). Mechanical engineering would do the power train in conjunction with Toyota. The business department would take care of all accounting functions as well as marketing and advertising. The art department would design the graphics. This would have been a great recruiting tool. "Hey, Mr. Prospective Student, look what we have in our vari-

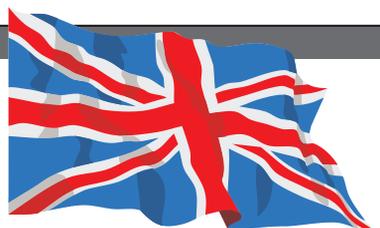
ous areas." It was almost completed but the problem came out to be the junior and senior students already had projects and the university didn't feel comfortable putting it in the hands the freshman and sophomores. The program went all the way through the system. If we would have had the luxury of time, it would have been a go. The point is, if you have a product that will work, there is someone out there who may have a need for it.

The sponsorship road is fun but not easy. You live and die by the sponsors. You get up with them in the morning and put them to bed at night. This goes on year round, not just during race season. In the off-season, we would attend car shows, put on programs in schools, visit dealers or any other function the sponsor wanted us to do. In the case of Marathon Oil Company, we would stop at every Marathon dealer we found as we traveled to and from race tracks. It took a lot of extra time, but the effort was well worth the time. In the late '80's, Goodyear had discontinued the tire size we were using. Because we were doing extremely well in the Escort Pro Endurance Series, they did a production run of tires for our car. I never had the nerve to ask how much that run cost but I'm sure it wasn't cheap. Goodyear was willing to make this investment because

they got more than the \$\$ spent in return. You have to have a sellable product and a place to sell it. For example, an oil company sponsoring the Saturday morning cartoons on TV might get some benefit, but very small compared to using the advertising dollars in another venue. 5-year-olds don't buy a lot of petroleum products.

If you have the chance to attend a major race event, NASCAR, Indy, Sebring, etc. you will find row upon row of hospitality tents. These are set up by large corporations to entertain their clients or used as a perk for their employees. You get to hang out at the race track, eat catered meals, meet the drivers, see the crews in action in the garages, etc. Your work force or your customers go back home psyched and ready to go. Today's sponsorship is mega dollars. A friend of mine owned a big buck advertising firm specializing in motorsports. A few years ago, he sold the space on a leading NASCAR crew chief's ball cap to a company for \$600,000 for the year. This crew chief was on TV every Sunday and when you figure the cost-per-number-of-people that saw the logo, it was pretty cheap advertising, but still a lot of money for the front of 1 baseball cap.

So there you have it, a short course in the wild, wacky world of corporate \$\$.



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BY MIKE APLET, SCOTT IRWIN, MITCH JOHNSON

West Coast



Spitfire Together 2003



Over the last two years, I have followed the North American Spitfire Squadron's (NASS) Spit Together with great interest. Prior to 2003, all Spit Together gatherings had been held in the East and Midwest. Since NASS was founded and grew out of the efforts of a group of Spitfire enthusiasts from the east and midwest, this was not surprising. As NASS grew and as western membership rose accordingly, development of a western gathering seemed only natural. The problem was, who was going to actually put an event together?

I had never attempted anything of the sort that I hoped to encourage. Surely someone else must be available to make it happen. An e-mail to the NASS leadership produced an enthusiastic endorsement for the concept of the West Coast Spit Together (WCST). NASS Membership Chairman, Howard Baugues asked me when I wanted to start? My reply, "Uuuh, I wouldn't know how to do anything like that! Isn't there someone else?" fell on deaf ears. I now had the blessings of NASS but had no idea how that I might pull it off. It was time to stumble forth.

My thoughts at the time were that the entire west was too large of an area and that this event would likely draw participants from California so I endeavored to find a site as centrally located as possible in the golden state. A look at a map soon revealed Monterey as the most like-

ly candidate. Monterey was blessed with scenic beauty, tourist amenities, climate, and most of all, Mazda Raceway at Laguna Seca. This road course is one of the preeminent venues in the world for road racing events, with a long history of motorsports, especially vintage racing.

Arguably, the number one event for vintage motorcars in the country is Monterey's Concourse d'Elegance, held in August of every year. This event brings to one place probably the largest number of vintage machinery and racers in the U.S. However I felt that this event might draw larger crowds and higher lodging prices than would likely be supported in an inaugural WCST.

Research found that another event, the SCCA Vintage Classics might better fill the bill. This race, held in late October at Laguna Seca, is popular with northern California racers. Also its' late fall calendar date would be ideal for WCST because many WCST travelers would be required to come through California's central valley and the 100 degree plus summer temperatures of the inland area should have subsided by then. That was it. The Monterey Vintage Classics became the venue for the first ever West Coast Spit Together.

My wife, Laura, and I left home on Wednesday afternoon of October 22. I planned to arrive early in Monterey so that would be there to greet WCST travelers and I could head off any potential

problems that might come up. Laura and I had pre-positioned two boxes of trophies, tee shirts, dash plaques and other WCST paraphernalia at a friends house near Monterey so our little 65 Spitfire Mk1 was only burdened with luggage and the box of tools and spare parts that I thought would see us through any mechanical emergency that might be presented.

We had made numerous one day jaunts in the Spitfire with our local sports car club, but never a journey this far from home. Monterey was close to a 500 mile round trip. We purposefully planned an overnight in San Francisco to break up the trip in an effort to rest both automobile and occupants. As it turned out any concern that I had had was unfounded because the little Spitfire made the entire trip without missing a beat. The 4:11 differential and non-overdrive of the car made the first 150 miles of freeway driving somewhat of a grind but otherwise uneventful. We found ourselves in San Francisco early which give us an opportunity to play in our favorite city for an evening.

Thursday morning brought a beautiful fall day. California was experiencing one of its occasional offshore air flows which brought higher than normal temps for this time of year. However the moderating effects of the Pacific Ocean tempered the hot inland air and made for a very nice day. As a side benefit of the

WCST 2004...a Wife's Perspective

BY LAURA HERMAN-APLET

The weekend was a very different type of adventure for us. Having only driven our Spitfire short and scenic distances the prospect of a five day trip was both exciting and scary. Mike had spent months organizing the first "West Coast Spit-Together", a gathering of folks who are passionate about British Triumph Spitfires sports-cars. People and cars came from as far way as Utah, Los Angeles and Northern California. We met in Monterey, home of the famous Laguna Seca Race Track. Vintage car races were scheduled for this weekend.

We drove down the coast between San Francisco and Monterey. This was a familiar route to us as we had ridden both bicycles and cars on it. But never the Spitfire. Thousands of pumpkins were growing on the ground either side of Highway 1. We were not much higher off the road. A British Pub stands on the coast side of Highway 1 in Half Moon Bay. We stopped for photos of the British taxis and double decker busses in their parking lot.



Our soon to be friends arrived one or two at a time so we had an

opportunity to get to know each other as we walked from Fisherman's Wharf to Cannery Row, having a sea food dinner at the wharf.

The hotel parking lot began to fill with every type of Spitfire. And during the night, The Johnson family arrived from Utah, with three Spitfires. Wow what a trip that must have been. Not being a car person, it was intriguing to watch these folks gawk and examine each other's vehicles.

The next morning we all had breakfast together before we headed up to Laguna Seca for the trials.

Later that afternoon, we staged our own car show. We drove along Pacific Grove, ten little convertibles in a row. We ate dinner at an Italian restaurant which at one time must have been a house. The top floor was ours for story telling, toasting, and wonderful food. The awards ceremony came after dinner.

And we went to the Laguna Seca Race track with cameras and ear plugs in tow. Sitting atop the Corkscrew watching Spitfires, Porsches and Minis whiz around the turns, roaring and vibrating and then disappearing around the next bend. And then they were back.

I knew how much I loved the Spit Together when I got in my cushy Ford Taurus the day after to go to work and missed the rugged, tight fitting, close to the ground ride of the Spitfire. Hope we can do it again next year!! ■



offshore flows, the coastal fog was pushed away from the shoreline bringing long vistas up and down the coast. Due west of the San Francisco beaches we could see the Farallon Islands usually which lay under a blanket of fog near the horizon.

After a good strong cup of jo and a morsel from the local Starbucks and a very nice stroll along the shoreline of the Army's former Presidio, now a national park, day two found us driving the beautiful California coastline.

In late morning we stopped at Cameron's Pub in Half Moon Bay. Cameron's is an interesting place for aficionados of things British. The pub is the home of two double decker buses, two former London taxi cabs, and a plethora of relics from over the pond.

After lunch in Santa Cruz, we finally arrived in Monterey very satisfied with our trip and looking forward to the festivities ahead. After checking at the motel I found that there were no hitches with the lodging for the coming guests so all there was left to do was wait for the crew to come in.

Scott Irwin and wife, Lucy were the first to arrive just before dinner. Laura and I invited them for a walk on Cannery Row and dinner at Monterey's Fisherman's Wharf. The evening brought good food, good sights and good conversation with our new found friends.

By the time we returned to our motel, Mitch Johnson along with wife Diane and their son's Mike and Greg arrived from Kaysville, Utah with three Spitfires. A trip of over 900 miles one way! In California's western Sierra foothills, the Johnson's formation had been joined by Nigel Cosh from Lincoln, CA in his beautiful 1971 Spit six, along with Colfax, CA residents, Angie and Patrick Lumley, who piloted their 64 MG Midget and 64 Spitfire Mk1 respectively.

Early the following morning, Oct. 25, the group was joined by Leann and Rob Williams in Leann's beautifully restored 1967 Spitfire MK111 from Big Bear, CA, James Jennings driving his 1972 Gt6 MK111 from Burlingame, CA and Mike Bristow who traveled from Napa, CA with his 5 year old copilot. son Andy, in Mike's 1977 Spit 1500. The 2003 WCST Squadron was now formed.

After a very delicious breakfast at

The Laguna Cafe in Seaside, CA, the eleven car group headed to Mazda Raceway, Laguna Seca for our first day observing SCCA's, Fall Vintage Classics road races. We were greeted by the roar of the big bore, high decibel Mustangs, Cobra's and Corvettes in an early qualifying race. The racing classifications of the event, rather than being organized by vintage, engine displacement, or horsepower rating, were grouped by decibel levels with the louder cars running closest to mid-day and the quieter cars running early and late in the day. This odd arrangement is made necessary due to urban encroachment around Laguna Seca.

Adjoining Laguna Seca County Park lays the US Army's former base of Fort Ord. Ft Ord was closed in the last decade due to Defense Department cost cuts following the end of the cold war. On this



particular weekend, the Army had begun a control burn at it's former military base to uncover old ordinance long lost under the brushy hillsides of the site. By the end of the first day this supposed 400 acre burn had gotten out of control and entered the 4 digit realm. Complicated matters were unseasonably hot weather and that the southern California wildfires had now begun so fire fighting equipment and manpower were siphoned to the south. The smoke filled sky and the acres of smoldering hillsides cast an eerie glow over Monterey Bay the entire weekend.

Back at the track, the diehard core of the group spent a generous amount of time in the paddock area absorbing the odor of Castrol oil and behind the scenes culture of vintage racing. Everywhere racers were tuning their cars, checking tire temps, or finding shade under tarps suspended between tow vehicles, sucking down cold drinks in an effort to soften the hot smokey day. It didn't take long



for our group to find Jerry Alford and his vintage Spitfire MK1 racer and Gerard Mangan with his 67 GT6, Le Mans Spitfire replica. Nigel Cosh was honored by an offer from Jerry to take a driving tour around the paddock area in his stripped down Mk1 racer. An honor that Nigel graciously accepted with a boyish grin.

Late in the afternoon, our group assembled back in Monterey to conduct judging for NASS' "Show Within A Show." This car show is judged entirely by the participants with the exception of the "Officers Choice" award which was judged by Utah Wing Commander, Mitch Johnson and yours truly, WCST Coordinator, Mike Aplet. Another category, the "Diamond In The Rough" award was also



judged by Mitch and Mike along with Nigel Cosh, owner of Spitbits, everybody's friend, and sponsor of the "Diamond In The Rough" award. Another category, "Furthest Traveled" was awarded by simply comparing travel distances.

On Saturday evening of October 25th the group

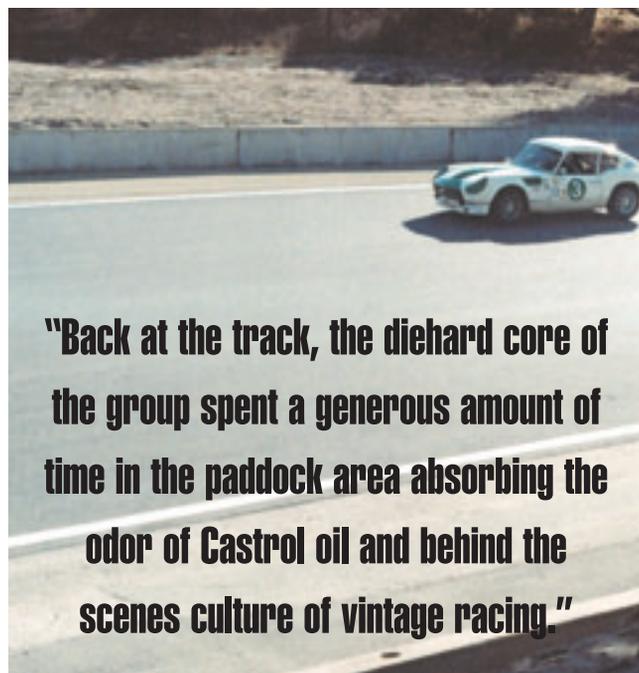
once again formed a caravan for a shoreline cruise around the Monterey Peninsula. As caravan leader, I found it quite an effort keeping the entire group in my rear view through the busy Monterey traffic. It was quite a job to navigate through largely unknown territory while at the same time keeping that last Spitfire in my rear view mirror. Fortunately, Laura proved to be an able navigator as coursed our way through the streets. We passed Monterey's Fisherman's Warf and Cannery Row before finding Ocean View Blvd, the scenic route leading to our destination, Pasta Mia, an Italian restaurant in Pacific Grove and host of the WCST awards ceremony.

Good food, good wine and good friends were the course for the evening. After joles, tall tales, and other banter it was time for the awards ceremony as the results of the earlier voting had been tabulated by Laura and I over dinner.

The smokey haze had begun to clear up by Sunday. This day saw a somewhat smaller group making the trek out to Laguna Seca. Family and work obligations had required some of the crew to return home early that morning. After spending time on a hill overlooking the famous "corkscrew," a steep and twisty downhill section of Laguna Seca, the remaining crew headed for 17 Mile Drive and Pebble Beach, our last drive of the weekend.

When the time came to say goodbye, Laura commented that the moment had rekindled childhood memories of last days at summer camp, when time inevitably came to an end and new found friends parted with sorrow. We made proclamations that we would come together again someday, perhaps at some future Spit Together. Addresses were exchanged, cars were packed and fluids were checked as the West Coast Spit Together of 2003 came to an end.

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"Back at the track, the diehard core of the group spent a generous amount of time in the paddock area absorbing the odor of Castrol oil and behind the scenes culture of vintage racing."





2003 Utah Wing Trek to WCST

BY MITCH, DIANE, MIKE AND GREG JOHNSON

The beautiful California skyline was temporarily marred by the haze of the fires scarring the state.

This trip started like most other Spitfire road trips, months in advance finishing up those badly needed repairs and problem areas. My 1965 MK2 had just recently been modified with a new British Ford 5 speed transmission. We had made a few short jaunts with it but nothing close to the mileage we were about to take on. Mike's 1973 1500 was our special summer project. After being involved in a icy roll over several years ago, the car has basically been replaced inside and out. Mike was dead set on taking it to California no matter what. So, the car received a donor tub (maroon), medium blue bonnet and a baby blue boot lid. It's quite the sight! The tough part for us was the wiring. 1500 wiring is a bit more involved than what I am used to with my 65. So at the last minute and a temporary tag from the state, Mike was ready to go. Greg's car received the usual last minute tweaks and tuning mostly in the stereo department! And after 3 careful preflight inspections we were ready to go.

Since Greg's car was stock with the older 4 speed and 4:11 rear end we decided to put his car on the trailer for the first and longest leg of the trip. Kaysville, Utah to Reno, Nevada is 540 miles. This is how we made good time our first day. As we crossed the Utah desert and passed the famous Bonneville International Speedway (Salt Flats) we stopped for gas

and a photo or two. It's impressive to think how fast people are going for those land speed records. Just 85 to 90 seems incredible in a Spit!

Back on the road going down I-80 across Nevada is a long, long day. Not much to see. No secret military flights or UFO's.....nothing! Got into Reno, found our hotel, got some rest. Tomorrow's big event: Donners Pass!

As we got ready the next day, Greg has decided that he is now ready for the open road in his Spitfire and not cooped up in the "Mother Ship". So, off his car comes from the trailer and on goes mine. And off we head for California. The scenery really changes just outside of Reno. It turns into a beautiful mountain landscape. We were able to keep up with traffic and even Donners summit did not





pose too much of a threat. It was a beautiful drive and now I see why Greg wanted out of the truck and into his car!

We stopped for the night in Roseville, Ca. to spend time with Diane's high school friend. It is here we met up with Nigel Cosh, Patrick & Angie Lumley and Son Patrick. Now we are a convoy of six! We set out to the coast, weaving in and out of California traffic (Diane had to bury her head in a good book), finally after what seemed like six hours (wink, wink Nigel) we arrived in Monterey. After we found the motel and got settled in, we all went out for a nice relaxing dinner. And upon returning to the motel I see this guy out mulling around our cars. He asks: are these yours? I say yes, he then adds "I'm Mike Aplet"! So we had us a nice conversation about the times getting there and what was ahead of us the next few days.

The next day was spent around the Laguna Seca raceway. My first thoughts were not totally enthused, but as we got there and as I was climbing out of the Spit, I hear this amazing roar of engines zooming past below our parking area. As I get to where I can see, I can hardly contain myself as the "Vintage" class racers are flashing by! Wow, they sounded so good. Corvette's, Camaro's, Mustang's, Cobra's were racing and then as each new group had their turn, we were able to see all kinds of vintage cars going at it. Then the Spitfires, GT-6's and MG's took the track, OUTSTANDING!

We got back to the motel, had a quick judging of our cars and then relaxed. The next day after a quick run back to the track then we drove the

famous 17 mile drive which took us along the coast and past Pebble Beach golf course. We passed a beautiful old Rolls Royce, waved and they actually waved back! There were several other things we did like shopping and eating. All in all a great time.

Because we were leaving the coast on Monday morning, we decided to leave a bit early to beat the commuter traffic. So, with Mike Aplets directions in hand we headed out around 3 am. Things went so smooth, we were back in Sacramento within 3 1/2 hours! So on to Reno for another night of rest and back across the big desert to home. All together we traveled nearly 1900 miles. And the amazing part was that we had no mechanical problems at all! I brought the truck along just knowing that we would be using it to drag a broken car home. But I am a big believer in Murphy's Laws. So if I hadn't had the truck we'd probably still be in Nevada!



My family and I really enjoyed meeting all the Cali folks. It was a trip to remember, a long way to travel, but worth it! ■

European TR Meeting 2003 SWISS TR CLUB

EMMENTAL SWITZERLAND, SEPTEMBER 12-14, 2003

BY STEPHAN AND ELISABETH SIEBURG

The meeting is over with lots of good memories like fantastic weather, perfect timing, wonderful and plenty of food and lots of talking with good friends from all over Europe.

Together with 180 participants from England, Denmark, Netherland, Belgium, Germany and Switzerland, we enjoyed three days in the Emmental. Another 30 people extended their stay and participated on the tour, that ended in the Tessin after crossing the alps.

Next year the meeting takes place in Denmark. ■



11th Annual British Car Beach Bash

PANHANDLE BRITISH CAR ASSOCIATION

PENSACOLA BEACH, FLORIDA, APRIL 26, 2003

SHOWING OFF

STORY AND PHOTOS BY MIKE JAPP

The Panhandle British Car Association had another successful show this year on Pensacola Beach, Florida, just a few feet from the white sand beaches of Santa Rosa Island and the waters of the Gulf of Mexico. Our show featured 123 British cars sitting pretty in the Northwest Florida sun. It was a very nice day with swift breezes coming off the Gulf and temperatures at the beach were around 80 degrees. It's not as hot as south Florida here. We are at the same parallel as Jacksonville, Tallahassee, Mobile, Biloxi, and New Orleans.

There were six Spitfires this year and unfortunately no GT6s. Two Spitfire owners travelled far so I want to express my appreciation to them: Phil and Kim Vessenmeyer came from Montgomery, Alabama for their second visit to our show and Doug Kirkley and a friend came from Tuscaloosa, Alabama. Thank you very much!

Four Spitfire owners are local to the Pensacola area: Bill Hassebrock, 1971 Spitfire Mk4; John Bolton, 1979 Spitfire 1500; Mike Japp, 1977 Spitfire 1500; and Rick Leonard, 1980 Spitfire 1500.

The People's Choice awards were: 1st Place: Doug Kirkley, 2nd Place: Bill Hassebrock, 3rd Place: John Bolton.

Please consider travelling to our show held every April on the 3rd Saturday. I would like to see much more Spitfire and GT6 involvement at our show. The club provided a large tent on the show site for our guests to rest in the shade. The white sand beach is just a few feet away. The fishing pier and all sorts of shopping opportunities are within a short walk of the show site. This is a very popular part of Pensacola Beach with many people enjoying what the island has to offer.

I would like to see GT6s and Mk1, Mk2, Mk3 Spitfires at our show because they are more rare. We have not had more than one GT6 at our show since the late 1990's.

For more information about our show, please see our website. Pictures of all cars attending our show for the past three years, the winner's list for each show, a registration form, and a map with directions to get here are all on our website at <http://www.pbca1.com/>. Pensacola Beach tourist information is located at <http://www.pensacolabeach.com/>.

See you in April 2004!



John Bolton

Bill Hassebrock



Mike Japp

Doug Kirkley



Rick Leonard

Phil and Kim Vessenmeyer

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20th Annual British Car Day

TORONTO TRIUMPH CLUB

ONTARIO CANADA, SEPTEMBER 21, 2003

STORY AND PHOTOS BY GREG HERTEL



The last day of summer dawned as a calm, cool and bright sunny morning. By midday it was a pleasant 22 degrees celsius. Hardly forty-eight hours earlier, the remnants of Hurricane Isabel had pounded a path through Southern Ontario, including Bronte Creek Provincial Park in Oakville Ontario, - the sight of the Toronto Triumph Club's 20th Annual British Car Day. Fortunately, the showfields were dry and there wasn't a trace of inclimate weather anywhere.

The largest annual one-day gathering of British cars in Canada witnessed a remarkable increase in attendance this year as over 1100 British cars were on display. This new total far and away out-numbered last year's 900 plus cars. British cars of all shapes, sizes, eras and conditions, from all over Ontario and the adjacent Northern States made the pilgrimage to this year's show - much to the delight of the organizers and the 5000 plus enthusiasts who attended the event.

The two honoured marques for this year's event were the TR2 and the Nash Metropolitan. Both cars were introduced to the motoring public fifty years ago.

The TR2 was introduced at the Geneva Motor show in March 1953 and went into production in the fall of



And the winners were:

SPITFIRE 1961 TO 1973

- 1st - Richard Robbs
- 2nd - Allan Lewis
- 3rd - Leslie and Mary Bond

SPITFIRE 1974 TO 1980

- 1st - Vic Whitmore
- 2nd - Grant and Cheryl Buss
- 3rd - Don and Judy Johnson

GT6

- 1st - Sue and Dave Snyder
- 2nd - Heather Wilson
- 3rd - Paul Chapman



that year. Over 8600 TR2's were produced during its two-year production run until the TR3 was introduced in 1955. The TR2 is often credited, along with post-war MG's, with starting North America's love affair with British sports cars.

The Nash Metropolitan also went into production in the fall of 1953 and sold over 94,000 units until it ceased production in 1962. For automotive trivia buffs, the Nash Metropolitan was the first car to be wholly designed in the United States by the Nash Motor Division of the Nash-Kelvinator Corporation, and then assembled in England by Fisher and Ludlow Ltd. and the Austin Motor Company. The assembled cars were then shipped back to North America to be sold initially, and exclusively, in the U.S. and Canada.

Over the course of the day, more than 70 Spitfires graced the far north-west corner of the showfields. Mk IV's and 1500's of all colours and mechanical configurations dominated the models assembled. There were, as well, a handful of elegant GT-6's and a few lovingly-restored Mk I's, II's and III's. Many of the Spitfire owners brought lawn chairs and picnic lunches - sitting with their cars while socializing with friends and new acquaintances. Restoration sagas were shared, rhapsodic road trips were recounted, the best parts suppliers and mechanics were named and technical tips for improved performance were discussed and debated. The enthusiasm for Spitfires amongst the owners couldn't have been greater.

British Car Day is the last major event of the year for British car enthusiasts in Southern Ontario. As the fall begins, the joy of top-down motoring comes to an end. The days get shorter, the temperature drops, the leaves change colour and one by one, the prized and cherished British sports cars are placed into hibernation until next spring. ■

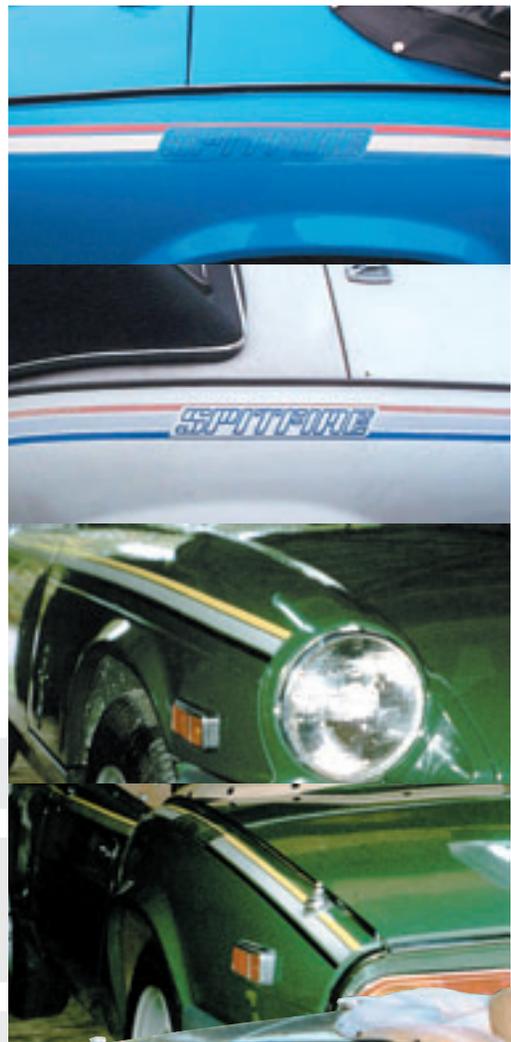
Stick 'em Up

BY SUE & JOE BARILE, GENE EIGHMY, JOHN GOETHERT, AND NUMEROUS WEB SURFERS

Anyone that has done any research into Triumph history can tell you it is near impossible to get any reliable information. Triumph was terrible at keeping records and being out of business does not help. My quest to discover records about paint colors and decals is no exception. Most of the information I have is based on dealer recollections, measurements from cars with original decals and a few others out there that are obsessed with digging up the past.

I decided to make my first quest stripes on later Spitfire because of one simple fact: the newer the car, the more cars are still left in the world and the more people out there that can remember. The stripe I am discussing is the 3-stripe option that came on North American cars from 1977-80.

This decal was made by the 3M



company and was applied at dealerships not at the factory.

I have found many color combinations but only two documented as being available are Red, silver, blue (part # BLM105206) and Yellow, silver, black (part # BLM105207) options in a 1980 accessory brochure. Other color combos that I have found are: Yellow, silver, brown; Silver, silver, blue; and Silver, silver, silver. I have no evidence that these were factory approved. More than likely owners making their own after a new paint job.

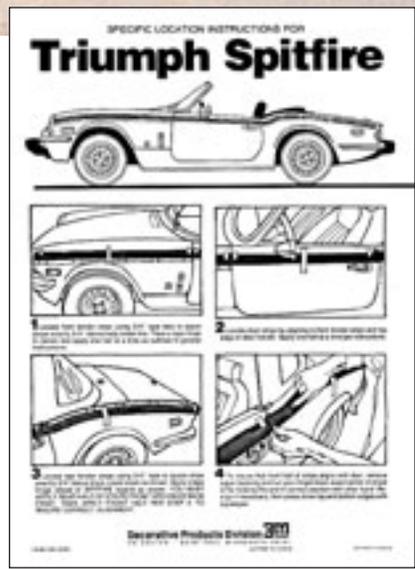
Of all the color options I've found there seems to be two consistencies: the center stripe colors and the "SPITFIRE" word colors. Center stripes are always silver, reflective vinyl. The "SPITFIRE" is always the color of the bottom stripe.

Being dealer-installed I have found that, even though it came with directions, the decal was slapped on in very differing locations not only from car to car but even on right and left sides.

Because the stripes were not factory installed and not supplied with any other directions other than placement dealers' stripe color choices occasionally were not the best for a given paint color. Case in point... the decal at the left. Red, silver & blue on blue paint. A little too subtle in my mind.

Of course the stripes are no longer made but take heart, they will occasionally show up at swap meets, British car shows or eBay for sale.

And for the "do it yourselfer" I have put together a how-to explaining how make your own...



3M stripe kit installation instruction sheet



1980 British Leyland Accessory Brochure



COLOR OPTIONS:



OTHER OBSERVED COLOR COMBINATIONS:



PLACEMENT DIRECTIONS:

Nose: the bottom stripe sits 1" from the seam in the bonnet.

Tail: The top stripe sits 1" from the black finishing cap along the length. The stripe is cut flush to the end of tail not wrapped around the back to the tail-light.

The "SPITFIRE" placement is such that the boot lid edge lines up with the "E" on the left side and "S" on the right.

Door: The stripe connects the other stripes at the front fender and rear fender in a straight line. ■

MAKING YOUR OWN STRIPE:

This process is divided into two steps; stripes and word.

The "SPITFIRE" word:

The art to the right is exactly the same size of the original decal. Take this page to a "sign maker". (Check your yellow pages under signs) They can scan the page and use it to make a rub-on vinyl version of the word. Estimates I have gotten are \$5-10 each.

The Stripes:

While at the sign shop see if they sell strips of vinyl. If they don't you should be able to find them at an auto parts store or automotive paint outlet.

Top - 3/8" wide

Middle - 3/4" wide

Bottom - 3/8" wide

The spacing between is 1/8" all stripes.



Overdrive Light

BY HOWARD BAUGUES, INDIANA

I recently installed the OD in my 76 Spitfire and in the initial troubleshooting of the install I noticed was it is still supplying power to the solenoid even in 1st & 2nd, and reverse. Possibly the limiter switch is bad, or wired wrong.

So until I can remedy that, I want to know when the switch is on without having to stare at the knob switch. I had heard of people installing a light on the dash, or even a switch & light on the dash. Since I didn't want to change the dash layout, so I found another way to accomplish having a light on the dash.

My 76 had an EGR light, that was attached to the Smiths emission counter box on the firewall. That box had stopped working, and I had removed it a couple years ago. That left the EGR light useless. But I didn't want the EGR showing as my indicator. I removed the light fixture from the dash, and using a screwdriver, pushed from the back to remove the lens and "innards" of the EGR light. It had a smoked lens, then a thin film printed black with EGR in clear, and finally a heavy red lens behind that.

I tried using a razor blade and cutting OD in some electrical tape to put in the light, but it looked terrible. Then I remembered that I had some overhead projector sheets of film for use in a

copier and I thought maybe I could use my computer and printer to make a lens plate. I used an art program to make a black box with white letters and printed it on paper several times till I had the correct size. At that point, I printed it on the film and let it dry. To insure I did not smear the ink, I placed a strip of clear tape over the ink, and cut it to size. I placed the new lens in the light, and after running a wire up from the OD solenoid, reinstalled the light into the dash. The result, a large "OD" showing on the dash when the OD unit is engaged, without looking out of place.

I still plan to tackle the limit switches so it will work properly and I won't damage the OD itself, but with the added indicator light, I can easily tell when the unit is on and off. ■

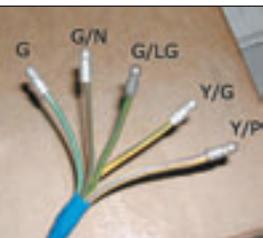


Homemade Overdrive Wiring Circuit

BY PAUL TEGLER, MARYLAND

Well after going nuts trying to acquire a proper D type O/D wiring harness, (with the switch in the gear shift lever) I gave up, and decided to build my own. I used one of the 'wrong' types sent me by the distributor, 'as the right one' and used parts of it to build my own.

The late model GT6 MKIII has three switches on the gear box. The normal reverse, under the gear lever extension, and two mounted on an adapter plate in front of the gear lever top plate. The two on the adapter plate are the O/D interlock and seatbelt warning light indicator. From right to left in the above photo, the tunnel entrance connections from the main harness, the adapter plate with the O/D and seat belt switches, a ground



G=green
N=brown
G/LG=green/light green
Y/G=yellow/green
Y/P=yellow/purple

- G V+ feed to seat belt and reverse switches
- G/N reverse lights switch return
- G/LG seatbelt interlock switch return
- Y/G gear lever O/D switch return
- Y/P Main solenoid feed

return lug for the gear shift lever switch, a bolt down harness mount ear, the two terminals for the reverse switch, two connectors for the gear shift lever switch, and the single wire down to the solenoid.

The harness continues down to the adapter plate for the seatbelt and O/D switches. (seatbelt switch is nearest you in this photo) The eyelet (yellow jacketed) the ground return for the gearlever mounted O/D switch. The harness hanger is bolted to one of the gear lever extension bolts. The last two spade lugs go to the reverse switch.

The O/D had never been run or hooked up by the P.O. Now I know why, The solenoid wire was badly

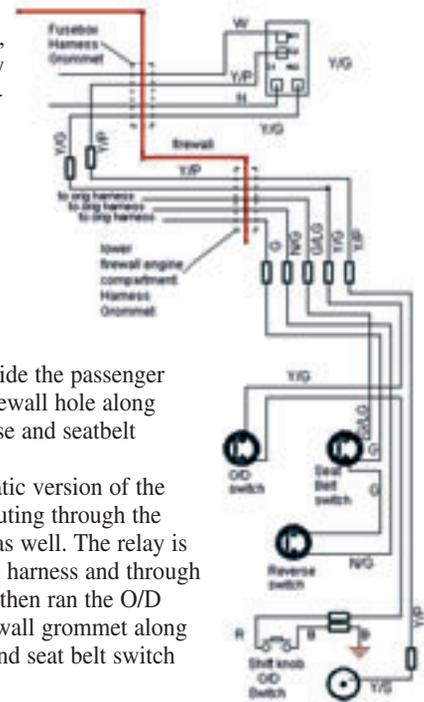


mangled. So I had to pull it out, clean it up, solder on a new wire and seal it all back up. I added an 'overcasing' made from a piece of tubing to protect the lead and route it up to the gear lever extension.

Here's the new harness all installed with proper bullet connectors all crimped on. The feed wire down to the solenoid should be Y/P, but I ran out, so a 16 gauge red wire comes out of the harness leading to the solenoid. The terminals of the replacement reverse switch had to be bent over to clearance the gear lever extension.

Up on the fire wall, I mounted the O/D relay right on the same bracket as the horn relay. The color coding was followed right from the schematic. When the battery shelf was being rehab'ed, I wrapped the new wires right into the main harness to keep it all original looking. I'll route the wires from inside the passenger compartment out the firewall hole along with the original reverse and seat belt wiring harness.

Well here's a schematic version of the harness. It shows the routing through the two firewall grommets as well. The relay is routed through the main harness and through the fusebox grommet. I then ran the O/D wires out the lower firewall grommet along with the stock reverse and seat belt switch harness wires. ■



Zenith Stromberg to Weber DGV

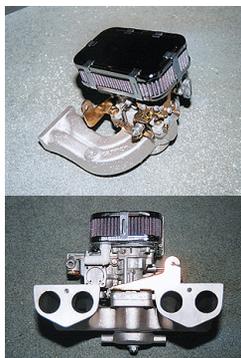
BY RICHARD KOSIER, CONNECTICUT

Well, I had finally had it. After rebuilding a few different ZS carburetors I just gave in. It took a MG Midget to convince me.

I converted!

My local volunteer fire department had a motorcycle poker run as a fundraiser one Saturday afternoon in October, 2002 and by chance a gentleman curious about all of the beautiful bikes in the parking lot pulled in with his 1977 MG Midget. Being car people we moved the conversation from bikes to the obvious...ZS Carbs! Well, I asked this guy about his engine and he proudly popped the hood and behold there was a very smooth running 1500cc with a Weber DGV carburetor. We chatted and his inspiring words like, "it always starts especially on cold days" and, "it always runs great", started to convince me. My next question was..."but will it pass Connecticut emissions?" He proudly produced the State emissions test sheet which had numbers so low that I was truly impressed. After a summer of disappointment there was hope for me and my 1979 Spitfire! (Well, the Spitfire, anyway!) This was Saturday. The next day I searched around the Internet and found what I felt was a reasonable price. On Monday, I ordered the Weber!!! The Redline kit was not cheap but what the hell. It's for the "Spitfire". I documented

the installation so I could share my experiences with all of you who have had the same frustrating times I've had with my Zenith Stromberg 150CD4 carburetor.



came with a manual choke mounted on a Cannon manifold.

Some people in the past have mentioned making some minor modifications to both the stock exhaust manifold and Cannon intake manifolds to get the proper, air-tight fit (preventing a large vacuum leak). Cannon must have gotten things fixed as the manifold fit like a charm!

The kit came with different linkage components for various configurations, along with carburetor manifold gaskets and choke and accelerator cable brackets. Vague instructions were included but specific ones were found on various websites on the Internet.

Mounting the carburetor was a snap and making the final connections a breeze. A little experience and some yankee ingenuity sure did help. If you've ever adjusted a typical downdraft carburetor, the instructions for the Weber were ever so simple. It was nice to

There are two primary companies producing intake manifolds for mounting Webers to Spitfires; Cannon and Pierce. My new Weber 32/36 DGV Carburetor

have a carburetor with an accelerator pump and real choke instead of a "starting circuit".

It is worth noting that the Weber does not have a vacuum advance port. This means the vacuum advance at the distributor is no longer used. The instructions are not very clean on this point.

Well, starting the car was simple and adjusting the carburetor brought back memories of the '65 Chevy I once owned. The best part, it ran REALLY WELL. :-)

The choke needed some minor adjustments, but the real test would come on the next cold morning. Well, the next cold morning came quickly and out to the Spitfire I went, cautiously optimistic about the starting process. After having cars with fuel injection and even a car with the ZS carburetor, a "regular carburetor" was a bit of a novelty. I remember having to prime the carburetor of my 1976 Spitfire (the Pimento one) every cold morning in the winter so she would start without killing the battery. Well, the time came to give it a shot. Key in, set the choke, pump the pedal, and....bingo, she fired right up! She ran a bit rich until

I finally adjusted the mixture, fast idle speed and choke setting, but it ran without a fight. After a summer of frustration it just seemed too simple, but it worked. I really wanted to keep my Spitfire stock but you know what? I wanted a car I could drive and enjoy, and now I plan to play again in the Spring, Summer and Fall.

Now I can't wait for Winter to end and the snow to go away. ■



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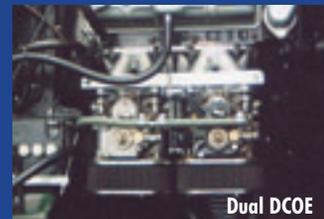
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Building A Spit RX (Part 2)

BY RIC GIBSON, COLORADO

JANUARY 2002 PROGRESS CONTINUED...

The front suspension is coming together. The Spitfire front hubs have been replaced by a Mercury Monarch's. The Spitfire didn't have lower ball joints, so caster couldn't have been adjusted. The Merc's have the same lug pattern and brake rotor size as the RX's in the rear. The lower A arms are Spitfire 1500, the upper A arms are adjustable links that allow caster and camber changes. The shocks will soon be height adjustable coil over Koni Sports. The front brake rotors will be turned.

Wheels have been prepared. The diff was moved 2" up into the trunk space. The roll bar was reshaped. Engine and transmission mounts are in place.

Side bars for the cage are added. I wanted them higher on the door, but this is the only place will fit, allowing for proper functioning of the window and door controls. Ease of entry and exit of the car were also taken into account. Although the cage will probably not pass SCCA scrutiny, it stiffens up the chassis, and makes me feel a little safer on the street.

The fuel cell is here, 15 gallons with foam baffles, internal pump (100psi/600hp) and surge tank, sender unit and gauge. We've got the front bumper and coolers on. The steering rack, oil cooler and sway bar will be located between the radiator and engine. The bottom left shows the chassis protruding under the air dam, a nerf bar will be added here for protection. A skid plate under this, with air louvers to channel wind up into the engine compartment is being made.

The last reinforcement pieces go in, a meticulous search for seams that need welding, grinding, and ground welds that need rewelding.

The front loop is now in. While this

adds lots of rigidity and some safety, it does nothing for leg space.

Chassis welding is finished, then enamel coated.

Rack & pinion steering from a '97 Camaro.

Shocks and springs are loaners ('beaters'), the Koni's go in later.

The car is finally ready to come off the jig! The body is literally sitting on the tires. Lots of fender cutting and flaring is next. I hope to have the Spit RX in the muffler shop Monday.

Hopefully we can bend some inter-cooler tubing that will get me on the road for now. The '88 RX7 T2 stock exhaust was 2". I'm using 2.5" with a high flow cat into two 2" mufflers. Exhaust is the best place to start when increasing boost. We'll see.

Rick at Exhaust Pros did the exhaust system, and what a piece of art. He put the cat as the downpipe, then a resonator, splitting into the two mufflers in the back. Not an inch of ground clearance was lost. I can't wait to hear this Bad Boy wail!

Intercooler piping was fabricated also.

MARCH 8TH, 2002

Since coming back from the exhaust shop, John has been trying to catch up on those NASCAR jobs that have been stacking up while he works on my project. NASCAR season, again, is just around the corner. This gives John a needed break from my project. Next on the "To Do List" includes fenders & flares, floor boards and firewalls.

Installation projects include fuel cell, seats, oil cooler and sway bar. In the mean time, she sits among very Good Company!

Although John is taking a short break from my project, I'm not. Installing the Haltech E6K EMS means getting rid of many components not needed by the sys-

tem, and emission parts unnecessary in a 1979 vehicle.

Brand new poly bushes were installed on the Spitfire (and never used). The lower a-arm brackets were then removed, and welded onto the tube frame, without removing the bushes.

The fuel cell is fitted into the trunk space. The filler neck needs to be altered to accept an unleaded fuel nozzle.

MAY 2002

The engine/transmission are removed so the floorboards and firewalls can be constructed. This is a good time to take the tranny back to Weiser Engineering so the new control rod can be shortened and mated correctly to the shifter. Very important to get this right, otherwise I won't be getting all my gears.

Putting the floorboards and firewalls together. There will be only 17" available for the passenger seat width, and the stock Spitfire 1500 seats are 20 inches wide. I'll have to get a different pair of seats.

Bad racing weather means she's been getting more attention lately. Front and rear firewalls and floorboards are getting cut in. The forward floorboards are 1/8th inch steal.

JULY 2002

All sheet metal seams are spot welded, filled with silicon, then sprayed with undercoat. A comfortable seat is finally found, and the fuel cell mounts are complete.

AUGUST 2002

No crashes at the speedway, so John's put a few hours into her last week. Passenger seat, interior, the drive train is installed onto thick rubber bushes, and an engine mount is moved for better alignment. Eighth inch steel plates go in under the seat, to protect my butt from the road. Next she gets brake lines, and proportioning valves.

Only three more weekends, and race season is over, for another year. The firewall is finished, so the drive train goes in (hopefully) for the last time. Rubber bushes are inserted.

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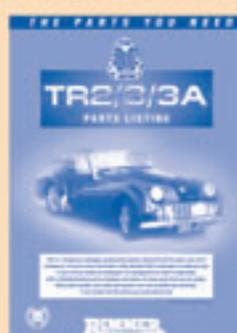
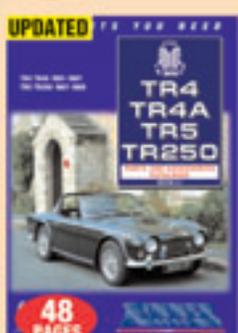
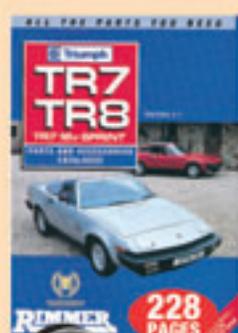
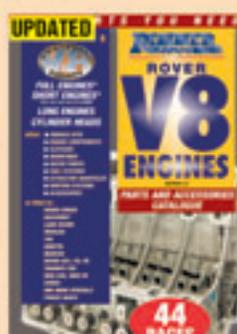
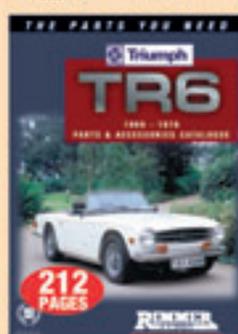
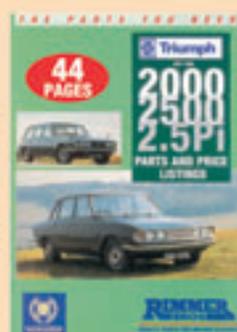
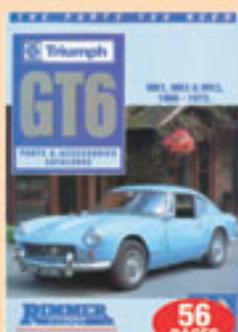
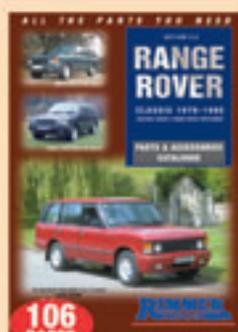
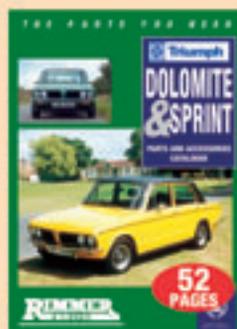
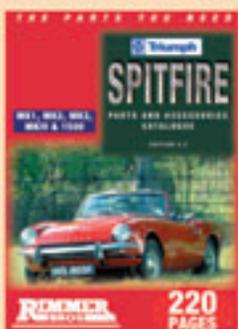
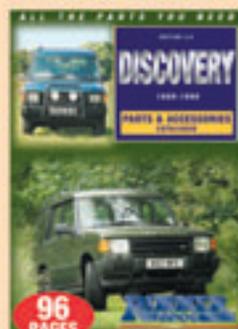
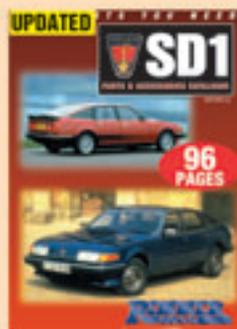
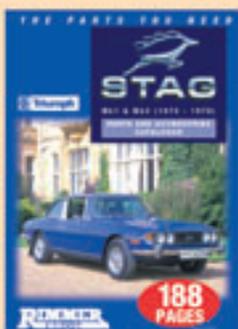
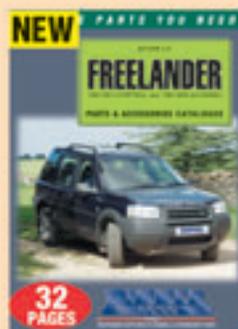


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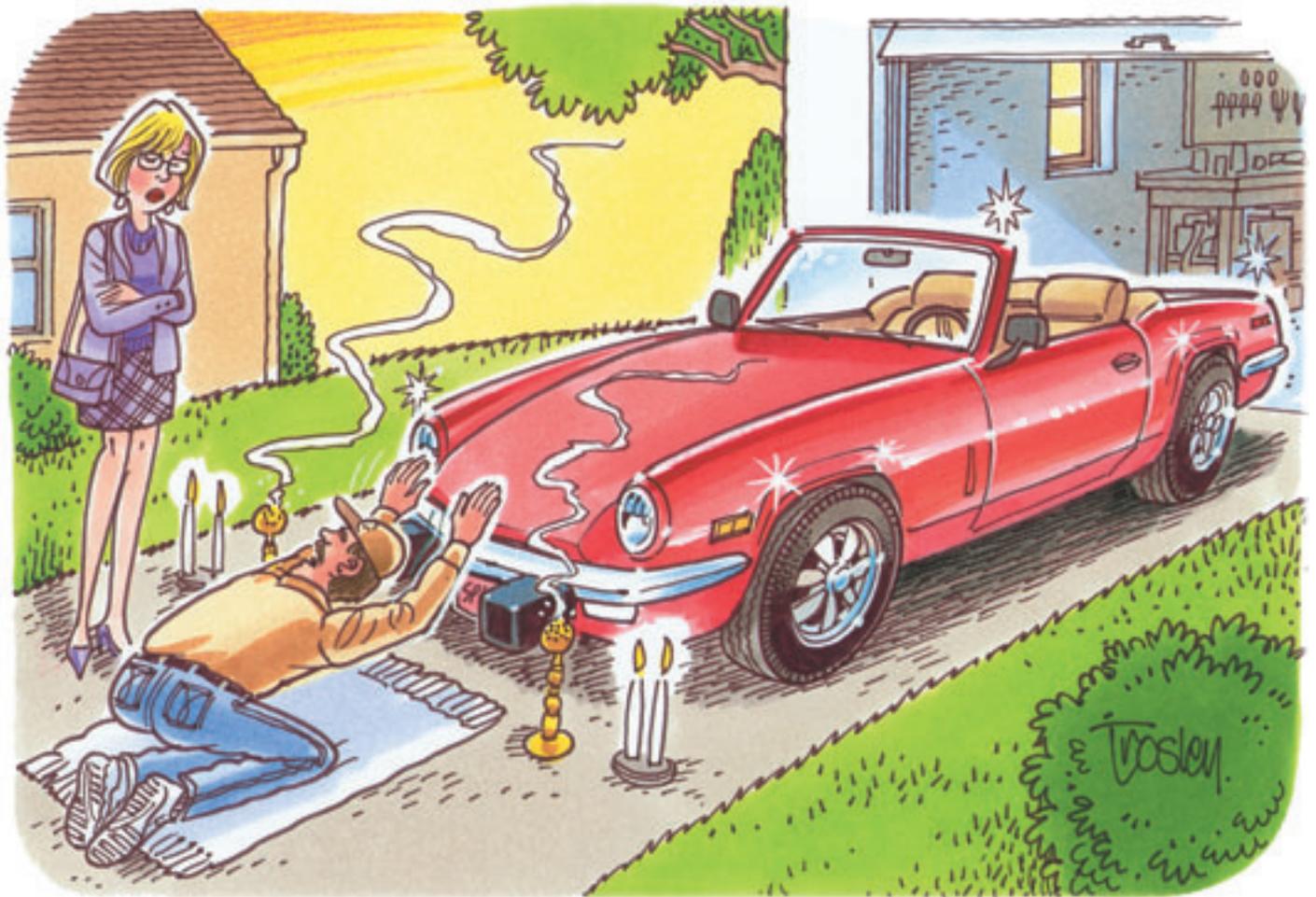
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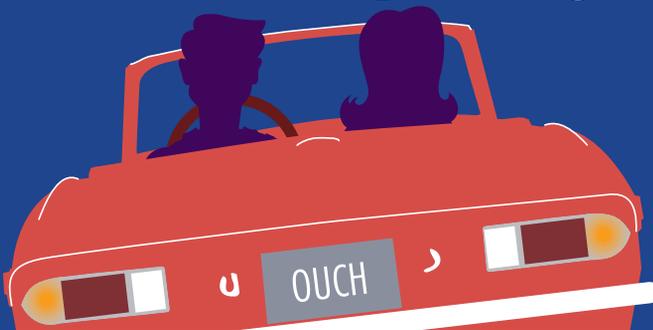
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