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SPITFIRE & GT6

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M A G A Z I N E

stories

- Go Granny Go!
- Book Review: Kastner's Prep Handbook
- Three Lives of Little Red Fox
- A New Year at Our Dealership

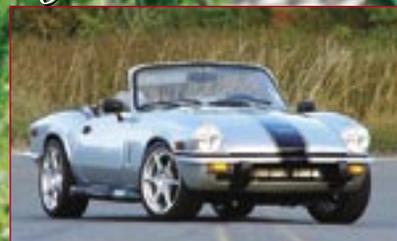
tech

- Give your Bonnet a Lift
- Get a Lift in your Boot

events

- Triumphfest 2004
- Pensacola British Beach Bash
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features



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Issue #17

Winter 2005



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As I write this letter, my co-worker John Goethert has become a father for the second time. His wife Angie delivered their daughter Cristina on Jan 20th. You notice a car theme here too? A son named Cooper, and now a daughter named Cristina (think Steven King, it is close...).

I offer my congratulations to John & Angie and wish them the best. Looks like another reason for his Spitfire to sit untouched in the garage for a while.



As for my Spitfire, it has not remained idle this winter. When there was no snow and the roads had been washed by winter rains, I took it out for several drives, even though the top was up. One day for the ride home I put the top down as it was 66F degrees outside. It was overcast, but no rain. This was January 12th. I do not live in California, or Florida, or Texas..... it's the Midwest, in Indiana, in the middle of winter! You've got to seize those opportunities when you can, even in the middle of winter.

Carpe Diem-seize the day!

The following day the temps started falling, it was raining, and quickly changed to snow, just 24 hours after my top down drive! I did remember to put the top back up while the vinyl was still warm, in case of another drive. Since then we have had a reminder that this is winter and temps have stayed down. 15°F for a high and a low of 0°F became the norm. The Spit once again was parked safely in the garage. But if the temps creep up, she'll be outside playing again.

I hope many of you let your cars prove to you that they do possess a fair degree of reliability in cold weather. If you seized the opportunity to get them out and drive them when the sun was shining and the roads were dry, then you know what I mean. Even in the cold of weather, they are a blast to drive! Stay safe and stay warm.

Until next issue,

Howard

Below: My wife Ginny & me @ Redwing 2002

Howard Baugues

PS: Thanks to all for your submissions. If not used here, look for them in future issues.

PSS: We need your Spit Mk3 photos for the next issue.



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THE
ARTICLES IN
THIS ISSUE
WERE SENT BY:

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Peter Bowman
Steve Gold
Van Kirk
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Paul Tegler
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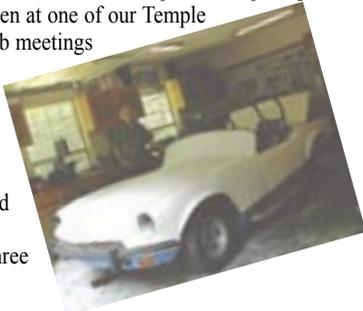
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Knoxville, TN USA 37930-0806

LETTERS TO THE EDITOR

Dear Spitfire & GT6 Magazine...

I just got issue 16 of your magazine and noted that Andy Henderson was asking for the status on the SpitCat, so I'm writing to give that update. My health issue was tachicardia, which means an unregulated heartbeat. This is now under control with medication (thank goodness I didn't need a pacemaker, since that would prevent my being around welders or car engines!). The SpitCat is coming along slowly but surely... the only thing remaining are a few hookups for the ECU-to-engine peripherals. (Articles on each of these would be as boring to read about as it is to do.) When the beastie is finally done, I will submit the specs and road tests on it. In the interim, recent photos of it can be seen at my club's website: templeoftriumph.org. These were taken at one of our Temple of Triumph club meetings

at my home. I have recently retired, so I can focus a lot of time on the SpitCat (and maintaining/restoring our three Spitfires).



Andy Prevelig
Florida

Andy,
Great to hear that your health is being, at the least, managed. Every issue we all ask about Andy. In fact, I had someone email me this past weekend wanting to purchase back issues just to read your story. When you have an installment ready, let us know. We would love to get back into the cockpit of the SpitCat!

~J

Dear Spitfire & GT6 Magazine,

I enjoyed reading the first installment of the Spitfire History in the recent Issue #16, but would like to point out a small correction to the article. Carpets were most definitely available as an option prior to 1965 as stated in the article. My particular car, which I am currently in the process of restoring, was manufactured in December 1963. I have obtained the Heritage Certificate, which lists the car as being equipped with Carpets. These would have been the same gray/black mottled carpets as used on the Vitesse. In fact, during the stripping of the car (progress can be seen at www.classic-motors-online.com), I found a small piece of the original carpet still in the car. I'd love to know if anyone reproduces this carpet for the early Spits.

Keep up the good work.
Peter Bowman
Virginia

Peter,
Thanks for the correction, and for being a subscriber. I took a look at your website, but would you consider sending us some larger photos and a

short write up about your Spit? Most of the written history has very few details about the early Spits, and from your observation, they are not accurate in what they do give us.

~H

Note: See Peter's story on page 16

Dear Spitfire & GT6 Magazine
Howard -

I'm sure I won't be the first to congratulate you on your new position as Editor of my favorite magazine, but I wanted to make sure I mentioned that I think the recent changes to Spitfire & GT6 Magazine are great.

I appreciate the decision to extend coverage to the Vitesse/Sports 6 models. I didn't know much about them until a few years ago, but I now consider them to be "brothers" to the Spitfire and the GT6 in the Triumph family rather than some sort of distant cousin. I'm sure you will pardon me if I continue to think of the Bond Equipes as a cousin twice removed, but I certainly have no trouble with them being included!

Also, do I see the start of something new - feature articles produced by the magazine staff? Since the first article of this sort was based on the introduction of the Spitfire 4, I'm hoping that the idea is to continue up the line with the Mark II, III, IV and 1500 models. I certainly have enjoyed reading what other owners say about their cars and the experience of owning and driving them, but the in-depth research and fact checking done by you and the staff adds real value to the pages of the magazine. Well done!

Joe Guinan
Fremont, Nebraska

Joe,

Thanks for your letter. Actually what you noted as being new, "feature articles produced by the magazine staff" has been occurring in various past issues. Sometimes penned under each individuals name, sometimes just listed as magazine staff, we strive to give our readers accurate content on subjects they will appreciate.

As for the Spitfire4 history, yes, we plan to continue it in successive issues, covering all models of Spitfires and GT6s. This issue will feature the Spitfire4 MkII. We are now seeking Spitfire Mk3 info, stories and most of all photos. We would like the cover of each issue to feature a photo of the car covered in that history article. That means if you have a Spitfire Mk3, send us your photos now for cover consideration.

~H

Dear Spitfire & GT6 Magazine,

I'd just like to say "great work!". I've been a subscriber since very early on and have been impressed with the continuing improvement of Spit/GT6 magazine. From the basic "human interest" to the "High Tech" stories its all-good and I look forward to each new issue.

I would like to point out to the readers that you don't have to own a "show car" to submit a story or photo. We are all interested in seeing/reading about LBC projects; present, past, and future. How-to

stories are always useful, what to do and maybe more importantly what NOT to-do. Keep up the great work.



Phillip Pummell
Morenci, Michigan
75/1500

Phil,

Thanks for your comments. We are blessed with reader/writers that provide stories for all angles. We look forward to receiving an article from you soon.

~H

Dear Editor,

I have been an avid reader of Spitfire / GT6 Magazine for the last 2-1/2 years. I read it from cover to cover as soon as it arrives. Great articles, great news stories about Spitfire / GT-6 happenings, wonderful "how to" tech reports, great picture layouts. Since the advent of the new editor the magazine has a very fresh new feel to it. The only thing I would like to see improved is the amount of tech material in each issue. I realize that you can't print what you don't have so I am appealing to the readership to send in stories about what you have learned about your Spitfire / GT-6 as you maintain / repair/ restore it. We all know to own one of these wonderful cars is to turn a wrench or two. What tricks or techniques have you learned? Any new ideas to improve it? Send your stories in so we can all learn and profit from your experience.

Bill Tilford
Louisville Kentucky

Bill,

Thanks for writing in. We will try our best to provide more tech articles as they become available. Thanks for the plea to our readers, and hope you will follow your own advice and send us a tech article soon.

~H

Dear Editor,

I enjoy your magazine very much. Of course I don't pay much attention to the tech articles but I do read everything else. I like to see the car and driver pictures so I can put faces with the names.

One thing I would like to see in the magazine is information on upcoming shows. It doesn't have to be very long, just the location, dates and phone or e-mail and contact person. Keep up the good work.

Marie Tilford
Louisville, Kentucky

Marie,

Thanks for your note. In past issues we have included some calendars of events. Due to lack of submissions, we discontinued it. We will give it another try and ask everyone to send us their event listings early so we can include your club & event in time for printing. See page 45 for events listings.

~H

INDUSTRY NEWS

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

Got a cooling problem? Spitbits is now offering a 3 row 21" wide radiator that is a bolt in replacement for your Spitfire. Upgrade your Spitfire with larger capacity and better cooling efficiency. Part # 402823 \$185.00



Also new from Spitbits are exciting new color carpet kits. These deep pile carpets are offered in Wedgewood Blue (SBK622B), Champagne (SBK622C), and Antique Red (SBK622R). Add some style to your interior with a dashing new carpet color. \$210.00

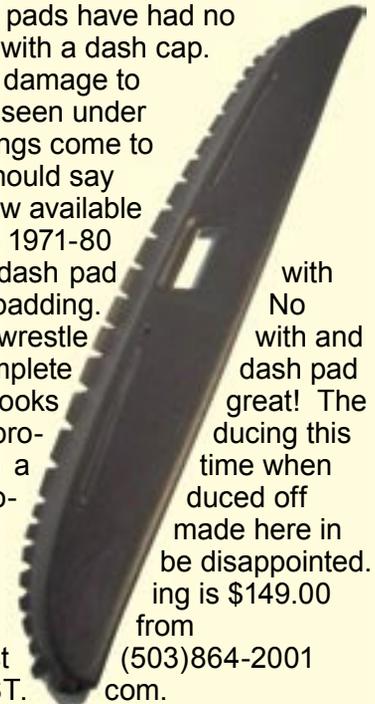


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For years Spitfire owners with ratty, cracked and weather checked dash pads have had no choice but cover them with a dash cap.

If there was significant damage to the old pad it could be seen under the cap. Well good things come to those who wait. We should say great things come. Now available for the first time for the 1971-80 Spitfire is a complete dash pad the correct grain and padding.

more dash caps to wrestle with a perfect fit and looks attention given to repro-pad is astounding. In a many items are pro-shore this one is not, the USA, you will not The introductory price and is available now British Parts Northwest www.BPNORTHWEST.com.



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Weird, Wacky & Wonderful!

SPITFIRE ARTWORK



Budding artist and Spitfire & GT6 owner/restorer Liv Haasper has taken to painting race scenes during the cold winter months in Ontario Canada. By the look of them, Liv is really adding some nostalgic excitement to her paintings. They just happen to feature GT6s and Spitfires in the lead! Call or email Liv for information on purchasing her latest artwork!

613-257-5742

wilivhaasper@sympatico.ca

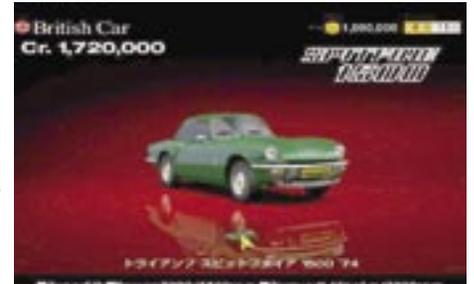


SONY INCLUDING A SPITFIRE IN GRAN TURISMO 4?



Fans of the Gran Turismo series will find everything they loved about the previous games in Gran Turismo 4 and a whole lot more. More cars, more tracks, more racing modes and as well as online play make Gran Turismo 4 one of the most ambitious racing games to date. With the aid of the PlayStation 2's Network Adapter, players are able to interact, chat, and of course race against six other GT4 players. Photorealistic backgrounds take players to locations such as New York City, and the Grand Canyon. Over 500 car models are available to race with, each with handling physics that match their real world counterparts.

Rumor has it from beta testers that a BRG hardtop 74 Spitfire 1500 will be included in the list of cars available. With the "handling physics that match their real world counterparts" statement, we wonder if Lucas will play with the electrics of the car, or the game itself!!!



MISS SPITFIRE: PEARLY WHITE COMEDY

By Kate Tomkie, University Record, University of Michigan

She may not utilize the same four-letter flaunting that brought fame to comedy greats like Chris Rock and George Carlin. But with her brand of "clean comedy" and the help of her alter ego, Miss Spitfire, Kimberly Smith is lighting up smiles all over town. Smith, an information desk clerk at the School of Dentistry, has been performing as Miss Spitfire since 2001, when she dressed for Halloween at work. Bedecked in a granny wig, thick knee-highs and blacked-out teeth, Miss Spitfire was a hit, and the comedic character was born.

After her uproarious office debut, Smith decided to fine-tune her character, polish her routine and find the perfect gold tooth. In September of last year, Miss Spitfire officially premiered at a local church comedy and spiritual event. Her comedic style involves a costume and altered voice—the same idea that popularized a slew of "Saturday Night Live" characters. But Miss Spitfire stands apart from many of today's comedians in one way—cleanliness. Smith subscribes to a brand of clean, religiously inspired comedy that has become a growing sensation in the last five to 10 years.

If her audience will keep laughing, Smith will keep joking. After four years of performing and a lifetime of surrounding herself with smiles, Smith has no plans of packing away Miss Spitfire's stockings any time soon. "I don't think I'll ever quit. Besides, I just started! And it's getting better and better." Watch for this climbing star...



Got something Weird, Wacky or Wonderful?

Send it to info@triumphspitfire.com or P.O. Box 30806, Knoxville, TN 37930

You write
the caption



Reuben Chapman's Camo painted Spitfire as in the WWII fighter planes

Last issue and on TriumphSpitfire.com we asked readers to send us suggestions for a caption for the photo to the left. Here are a few of the creative submissions.

the
captions

LITTLE BITS OF SPITS

- GOT MILK?
- Got Spitfire?
- Holy Holstein Cow
- Mooooove over, coming through!
- Happily married and milked twice a day
- Triumph Spitfire, a car that moooves
- Gateway unveils the new "shop car"
- Hey don't laugh...I got a discount on my Gateway computer!
- What can I say, I work for Gateway!
- Old cars are cool, but keep the geek factor turned to low.
- The English version of Urban Camouflage
- Thats the last time I take this on safari in Africa
- As Kenya reminds men of a Zebra. Considered a lost horse
- Obviously, I've painted the wheels blue so I can find it among the zebras (or cows!)
- Tally Ho, here we go, another camping & caravan show
- Aha, with this new paint scheme and tin foil under the hub caps, the cops will never find me!
- Man what was in the cool aid.
- Excuse me, do you have any paint remover?
- Biggles, MG's at 2 oclock high, engage & destroy!
- What a bomber...
- 60 years ago?...and we WON?
- I thought the Spitty was a single seat fighter
- Where? What Spitfire?
- I'll get you RED BARRON
- I think next time I'll use masking tape.
- AND FINALLY**

If you tell me who did that to your car, I'll beat the \$@#%! out of them for you!

Next issue...



Send your caption suggestions to info@triumphspitfire.com

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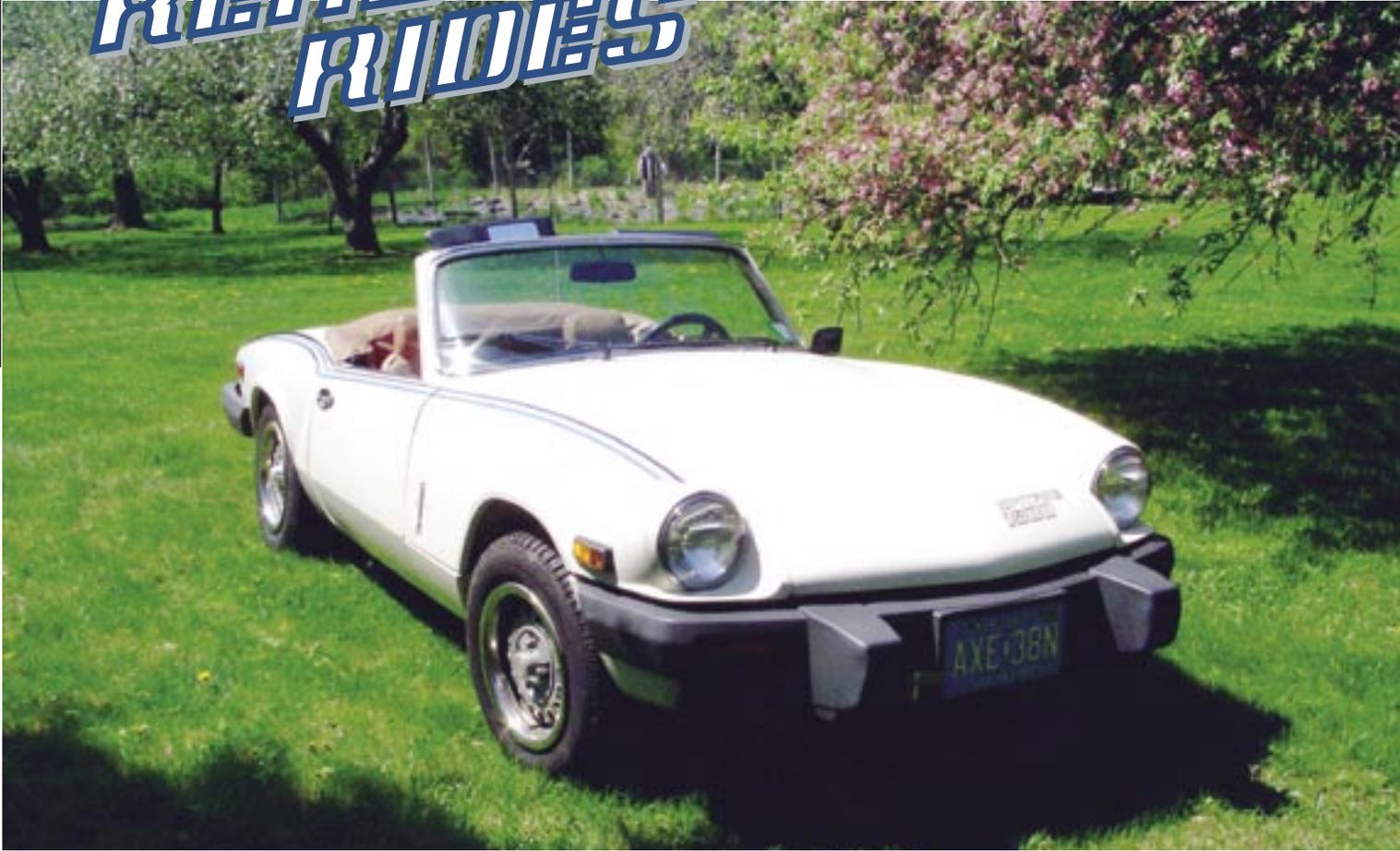
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READER'S RIDES



Thom Pooley, Ringoes, New Jersey, USA
1980 Spitfire 1500 Leyland White



Glen Zamastil, Florida, USA, 1964 Spitfire4



Larry & Sherrie Underhill, Silverton, Oregon, USA
67 GT6 MK1 Signal Red



Ken Moorhead, Ohio, USA, 1979 Spitfire 1500

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





Wyatt Wolcott, Michigan, USA
1969 Spitfire Mk3 Signal Red



Phillipe & Joy Ward, Torquay, Devon, England
1965 MkII Spitfire Royal Blue

José Berlanga, Madrid, Spain
GT6 MK3
Use: Historic circuit and road rallies

Jürgen Steinbach, Germany
1980 Spitfire 1500





Zach Cotherman, Suffield Twp., Ohio, USA 1975 Spitfire 1500



Ron Breukelman, Norway



Robert Scott, Lorena, Texas, USA
1979 Spitfire 1500 Vermillion Red



David Hauck, Lancaster, PA, USA
1972 MK4/GT6 conversion



Mark Waltzer, Riley Twp., Michigan, USA
1979 Spitfire Leyland White



Bob Gratrix, Las Vegas, Nevada, USA
1979 Spitfire 1500 Black



James Watt, Bradenton, Florida, USA
1976 Spitfire 1500 Carmine Red



Chad Leiffert, Runnells, Iowa, USA
1968 Spitfire MK3



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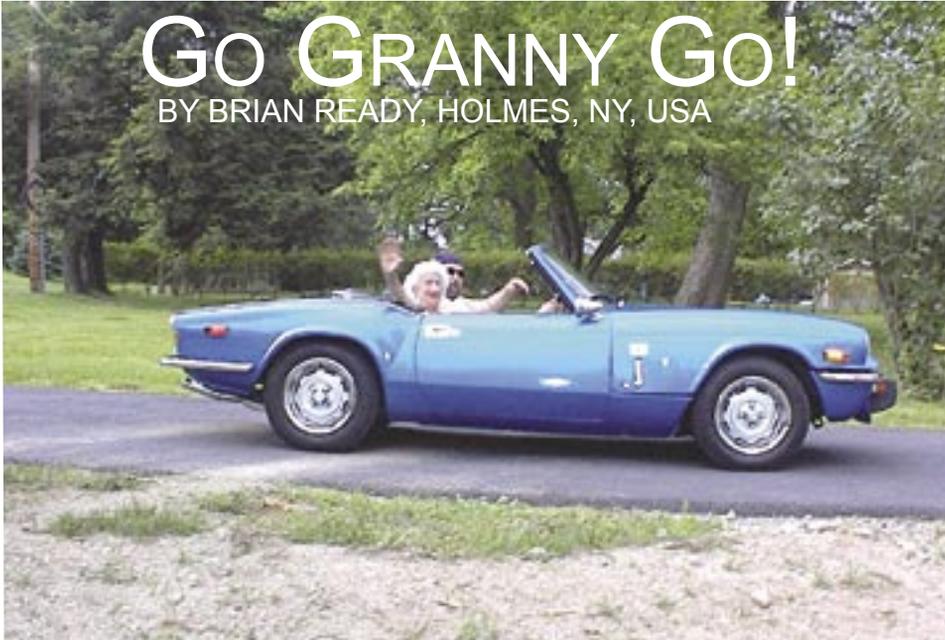
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GO GRANNY GO!

BY BRIAN READY, HOLMES, NY, USA



I never knew my grandmother was a car person. As a matter of fact, for most of my life I didn't know much about her at all. She was just "Granny" to me, Edna to others. It wasn't until much later in both of our lives that I would come to know her as a person, not just my grandmother.

Edna was just always there and I guess I took it for granted that she was. My childhood memories of her are kind of fragmented, like a photo collage of what happened. They are there but not very complete. If I had known that I would become such good friends with her near the end of her time in this world, I would have been more careful to file those memories so they were more retrievable. But at the time she was just "Granny", not a friend, so I didn't really want to hang out with her or think about her other than an occasional Sunday dinner or Christmas or Thanksgiving Day with the family.

Her health started failing when she was about 85 years old and she moved into an assisted living facility. At that time she was still working full time and still driving. She had a big 80's Chevy and had her own business; house and pet sitting. Eventually her health deteriorated to the point where she needed to be somewhere where they had full time medical care. At about 87 she was forced to go into a "home". Giving up her car was probably the hardest thing she had to do in her life and for the first two years she was not a happy camper to say the least. In fact, she got quite mean and ornery.

About that same time, I was going through my divorce and was kind of mean and ornery too! Living in New York, with my kids living in Connecticut, my Wednesday night visitation with my kids got difficult in the winter because it was too far to take them home for a few hours and too cold to be outside, so we wound up going to the home to visit with her because it was close to where my kids lived. My grandmother and I had many conversations about the things she and I were going through at the time. Over the course of a couple of years we talked about many things. I know she helped me through my nightmare and I like to think that I helped her through hers. So, we were bonding, and I found myself stopping in on the weekends by myself. I liked talking to her and the more I got to know her the more I liked her for herself not for just being my grandmother. She became someone I wanted to hang out with.

Once, while she could still walk, my uncle brought her to our house for a BBQ. She always jumped at the chance to be taken some where after she had to give up her car. I had just finished painting my 76' Triumph Spitfire and she was impressed. "What a beautiful little car", she said with the Bronx accent she never completely lost. On asking her if she wanted to take a drive she said, "Absolutely!" So, we loaded her oxygen tank between the seats and she loaded herself

into the car (more gracefully that I can load myself I might add) and off we went. Her white hair flying in the wind, her dress flapping, the exhaust noise, although loud, didn't phase her. She leaned her head back against the headrest to feel the sun on her face and smiled. It was the same expression we all have when driving our British sports cars. On returning some twenty minutes later, she only required a slight lift to extricate her 90 year old body from the depths of that Spitfire, a feat which, to this day, I am still duly impressed. At dinner that night she told me the reason she married my grandfather at sixteen was because he had given her her first ride in a sports car, a 1927 Essex. I couldn't imagine what the heck that was but if it has two seats and a soft top it must be a sports car, right! Hmmm, a girl who likes roadsters, I thought to myself. I pictured her face much younger with that same expression she had in my car. Yes, she understands.

The next year Edna's health got much worse. She was in a wheelchair a lot or trying to get back into shape to use a walker. She kept trying to get around but it was getting much harder. Every time I went to visit she asked me what I was driving and if I told her I had the Spitfire she always wanted me to take her for a ride. With her health so bad, it made me nervous so I usually said that I didn't have enough time.

In the spring she told me she was going to be in the Memorial Day parade. The facility she was at filled up the van with residents and entered the parade. She said she would march if she could walk, but this year she had to take what she could get and that was the van ride. I asked her if she wanted me to see if I could take her in the Spitfire and of course her answer was yes. I set about making the necessary phone calls to the town and in a week or so I told her



1927 Essex Speedabout



we were good to go. I am sure she spent the next month finding the right red, white and blue dress, shoes and earrings for the trip.

On the day of the parade I picked her up at the home and had to give her much more help getting in than the last time. I loaded her oxygen in and checked to make sure it was full. She checked to make sure she had her bags of candy to throw to the kids watching the parade. We went to the staging area, got in line and in a 1/2 hour were

off. The parade route was only about two miles long but it was a long two miles at idle, in the heat with the temperature gauge creeping up. I kept switching on the second electric fan I had installed which kept the gauge at 3/4, thankfully. My grandmother on the other hand was laughing and throwing handfuls of candy in every direction. Candy was bouncing off the hood of the car and my head. At one point she got a little short of breath so I had to tell her to calm herself down. She told me, "Don't worry there's an ambulance three cars back and we're headed to the cemetery anyway! So, one way or another, I'm covered." Okay Granny, if you say so.

Unfortunately, she couldn't attend the post parade BBQ and festivities and it was hard dropping her off at the home when I knew she really wanted to be at the party. This was a lady who, in her early 80's, could drink or dance me under the table any time. So I knew how difficult it was for her to be returned to a place where there wasn't a whole lot going on, all the while knowing people were having a good old time right down the street.

Months later, after her 92 birthday, she passed away. I had wanted to take her for a drive to the beach that summer but she was really not healthy enough. Then again, she may have checked out with the look on her face that she had the first time I gave her a ride in the Spitfire rather than the look I saw in the hospital a couple of days before she died. In any event, I got to give Edna her last ride in a sports car and for that I am happy. I'm also happy that we became much more than grandmother and grandson. We had become good friends and our love of cars helped to bring us closer. Now when I'm alone in the Spitfire sometimes I look to my right and see a picture in my mind of her sunlit face at sixteen, her hair blowing in the wind and I miss my friend. ♦

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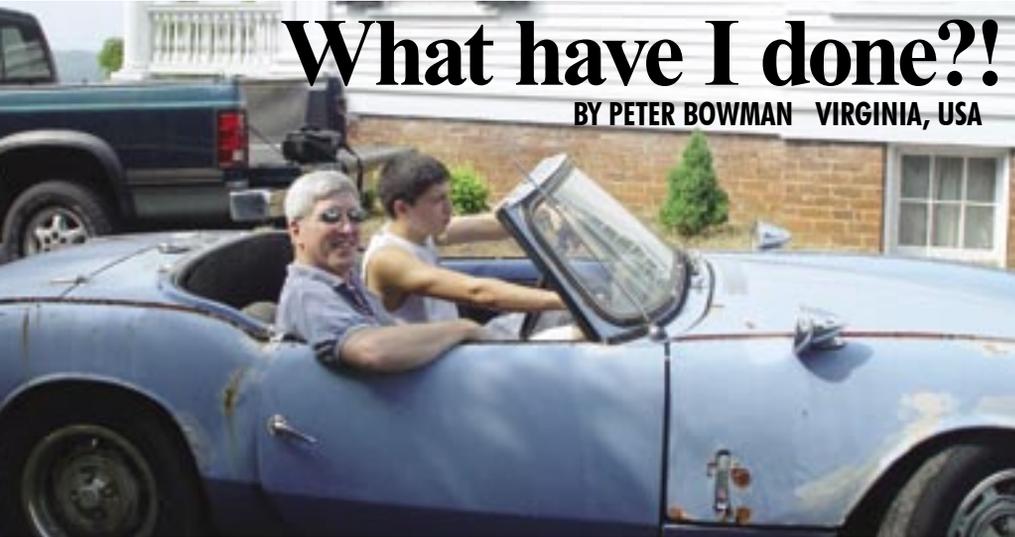
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What have I done?!

BY PETER BOWMAN VIRGINIA, USA



Resurrection of a 1964 Spitfire Mk1, Part 1

I own several collector cars and motorcycles (mostly British, with a touch of Italian thrown in for a bit of S&M), so I wasn't looking for another car, and I certainly wasn't looking for a project vehicle. I was just browsing through the paper on a Sunday morning, and as I'm sure most of us do, scanned the 'Antique Vehicles' For Sale section just out of curiosity when I saw the ad – "1964 Triumph Spitfire, body rough, needs restoration. \$800". Common sense prevailed, as I know the time and costs involved in a restoration almost never make sense, so I passed over the ad. In fact, I noticed it and passed over it every day for the next three weeks, wondering just what poor sap would be suckered into buying this poor LBC and pouring their time and money into it. During this same span of time, my 16 year old son (who has a MINI for his every day car), kept asking me if we couldn't get some car to work on together just for the fun of it.

Well, any chance to spend some time with my son (at his request, even!) is too good to pass up, so we started talking about maybe getting something old and easy to work on so he could learn about



cars and what it takes to keep them going. I kept browsing the online venues, but my mind kept going back to the Spitfire in the local paper. I didn't want to spend much on a project car, as we all know the attention span of a 16 year old who has just recently gotten his drivers license, and I didn't want something taking up valuable garage space that I had no interest in, just in case I was left with the project while my son explored other interests. The Spit was certainly cheap enough, easy enough to work on, and even if we abandoned the project, I wouldn't be out a whole lot of money, so I made the call, found out the car was still available (that should have been a clue) and arranged to go see the car with my son one evening.

As we approached the address specified by the owner, my son spotted the car first. There it sat in the driveway – forlorn and obviously neglected. As we started our inspection, the little car of horrors revealed its secrets – non-running (although the engine did turn over), massive amounts of rust and bondo, grass clippings, leaves, algae, and even a wasps nest in the boot spoke volumes about the neglect this car had suffered. It was hard to imagine what it must have been like 40 years earlier when new, and the pride the new owner must have felt as they drove it home from the dealer. About the only positive factor was that the car retained its original engine, seats, steering wheel, instruments, and weather gear. I knew this was a massive project, so we told the owner we'd 'think about it' and get back to him. As soon as we got back into my truck for the short drive home, my son couldn't hide his excitement on what a cool little car it was. I must admit this caught me by surprise, as the car was nasty even by my standards, and I thought my son would be really



Original carpet remnant

turned off by the little beast. As we talked about the car later that evening, we decided that I would make an offer (nowhere near the asking price), and if the owner said no that would be it. But this car was cheap, it was in town, so we figured what the heck. I called the owner, made the offer, and to my surprise/despair, became the new owner of a decrepit 1964 Spitfire.

We rented a U-Haul trailer, brought the car home, and started to figure out a plan of attack. When we bought the car, the plan was to get it running and driving so we could drive it and work on it at the same time, never planning a complete restoration. We removed the soggy old carpets, leaves, debris from years of sitting, and evicted the wasps as a first step, then rolled the car into the garage and onto a lift. The next day, after draining any old gas and replacing with fresh, changing all fluids, and finally figuring out that the polarity from the coil to the distributor had been reversed by someone, we actually had the car running! Well, we had to at least take it for a short test drive, which we did. Rough

running, worn out suspension, carbs in need of a rebuild, and minimal brakes all became readily apparent after about 300 yards, and I determined that the car wasn't safe to drive, so back into the garage it went. We could have tackled each of these issues one at a time, but each project would have led to something else that needed attention, and the body was about ready to fall apart anyway, so we made the decision to plunge into a restoration and bring this car back to its original glory, as it deserved.

Now I'm pretty handy, but I have never undertaken a restoration before, so the whole process is a learning experience for both my son and me. I bought all the books, both on Spitfire-specific topics, and auto restoration in general. Since this whole process is supposed to be fun, we also laid out some general guidelines:

1. We have no specific timeframe in which to complete the project, we'll work on it as time, money, energy, and interest permits.
2. We'll do as much of the work as possible ourselves, since the purpose of the project is to have fun, spend some time together, and learn some skills.
3. I'll buy whatever tools we need to do the various jobs right. I have a pretty extensive set already, but I know we'll need others (I'm also just using this excuse to get more tools).
4. We won't track the hours or money spent, other than just keeping receipts for the record, as we know this is not an economical proposition, and could turn very depressing if I worried too much about the costs versus return potential.

Thus, the process begins.

The first thing we did was to research the car by obtaining the Heritage Certificate for the car. It confirmed the car was matching-numbers, and that it was built on December 12, 1963, and dispatched to Standard Triumph Motor Co. in Detroit on December 23, 1963. This technically

makes it a 1963 Spitfire, since Triumph did not use model-year designations, but the car is registered as a 1964, representing the year it was first sold and registered. The car was originally Signal Red with a Black interior and hood, and was optioned with heater, windscreen washer, tonneau, whitewall tires, and carpets (dispelling the oft-repeated myth that carpets were not available until 1965). This car also has several items not covered in the books I have, such as the wire mesh air cleaners with an inlet for the fumes from the valve cover, and what I believe is an original, although different gear shift knob than was normally used. So now we knew what our goal was – to return the car to its original specifications.

To begin, we started stripping the car of all major components as complete assemblies – doors, bonnet, boot lid, windscreen, seats, gas tank, etc., all the while keeping what I hope are detailed notes and pictures about each step (we'll see how good they are when the car finally goes back together), and bagging and labeling any loose parts, then storing these all in our basement. The goal is to be able to remove the body tub from the chassis so that we can do the chassis and mechanical work, then build the car up from there.

Once the car was stripped, it became painfully obvious that before the body could be removed, we'd have to do some pretty extensive body work to make the body solid enough to remove without distorting, or breaking in half! I mean, the car needs almost everything replaced – not just the normal floors, sills, and boot floor. Breaking off 1/2" of bondo from the sills, I even found the rubber drain plug still in the original metal – someone had just slathered on the bondo over whatever was there, leaving a 'fossilized' imprint of the plug in the bondo when I got it off. We found chicken wire, fiberglass tape, screws, rivets – all present on various of the 'repairs' made to the car over the years. A sane man would have realized his limitations at this point and hauled the car

to the scrap yard – but that would be the easy way out. So as we begin this phase of the project, we are trying to approach it methodically.

As with many of the early cars, it needs the floors, inner and outer sills replaced, as well as the boot floor. But wait, there's more! The heel board on this car also needs to be replaced (something I have not seen covered in any book or article, and I'm learning why), as well as parts of the inner wheel arches, the outer wheel arches, both rear fenders, the rear inner fender, part of the bulkhead and A-post boxes, battery box, part of the rear floor... you get the idea. In order to replace the floors, I need to first replace the heel board. But before I can do that, I have to replace the rusted section of the rear floor – which means first replacing sections of the inner wheel arches. Some of these parts (such as the heel board) are available from the normal suppliers, while others (such as the rear floor section or inner arch repair panel) are not, so we're learning to make these patch panels from 18 or 20 gauge sheet metal, using a shrinker/stretcher we purchased along with a bevy of air and hand tools. Many parts are not available for these early cars, but are readily available for the Mk IV and later, so these can be a real challenge, but there is great satisfaction with taking a flat piece of metal and forming the appropriate replacement piece. They won't be perfect, we'll make mistakes, but we'll learn as we go – and that's part of the fun of the whole project. So at this point most of the heel board is off (there's still a remnant between the transmission tunnel and cross member that needs to be removed when I figure out how), a patch panel for the inner wheel arch has been fabricated and welded in, and I'm in the process of making repair panels for the rear floor. As the project progresses, we'll report on the trials and tribulations, the successes and failures. You can also follow the process on my web site, www.classic-motors-online.com, under the 'Projects' section. ♦



Kas Kastner's Triumph Preparation Handbook

by GREG HERTEL – Eastern Canada Correspondent



over the country were frequently calling him for advice. “I was getting

so many phone calls and about the same thing half of the time, so I did pages at first, then decided to do the books.”

The books he is referring to were his original Competition Manuals that were published throughout the 1960's. Kastner recalls, “I mailed the books to anyone who would send the \$2.00 which included postage. The books to any serviceman were FREE. I even returned their checks or cash. The books were printed in New York and Mike Cook was the editor and helped immeasurably in getting the first ones going.”

In keeping with his principled, philosophical approach to racing and sharing his knowledge, Kastner wrote the manuals because he felt it was important. “This was never part of the job description but I think I thought it was very worthwhile and after a bit I really enjoyed doing the books and it helped the company sell cars and parts. All the books I had ever read were in a manner talking DOWN to the reader and not really telling you how to do something. I wanted to give some help not just words.”

The spirit of helping racers permeates all of Kastner's career from his early days with Standard Triumph, through his own team at Kastner-Brophy Racing and on to his time with Nissan and their motorsports program. The spirit of sharing his mechanical knowledge found in the original competi-

ways then...really fast. But you could only do that in the middle of the night. Rolling along at 95 to 100 in the TR-3 with numbers on the side and spare tires in the back and tools in the trunk was normal. The tracks were great cause they were natural in shape and surface. In my race at Aspen in 1953 one part of the track was on dirt road and that came onto the front paved front straight with a great slide and then STICK (I hoped.)” - Kas Kastner

Of all the luminaries who inhabit the storied history of Standard Triumph's 1960's motorsport's glories, none shines brighter and with more ethos than Kas Kastner - Racer, mechanic, engineer, raconteur, engine behaviorist and author of Kas Kastner's Triumph Preparation Handbook.

In the early 1960's, Standard Triumph decided to promote their products in North America by developing a competition group of TR3's. Kas Kastner, with over a decade of experience as a sportscar racer and mechanic, was hired as the Competitions Manager for the team. Kastner notes, “I've always been very very competitive in anything I did and the finesse of driving was very attractive. The preparation was also attractive as I have forever been a fanatic on making things work right.” As Kastner managed the team on a shoestring, he discovered that privateers and racers from all

The widely quoted sage, A. Nonymous once noted that “Nostalgia just isn't what it used to be.” Does this statement apply to British sportscar enthusiasts and vintage British sportscar racers? What is the essential motive that sustains the interest in classic British cars? Is it demographically-driven nostalgia?

Why is it, that Standard Triumph's simple business plan of promoting their products through motorsports in the 1960's, has become the basis for such wide-spread vintage racing enthusiasm? Why do the main characters of Standard Triumph's 1960's motorsport mise en scene, have such a magical resonance with subsequent generations of British sportscar fanatics and vintage racers? Do British sportscar enthusiasts yearn for simpler, more comprehensible times such as the romantic nostalgia of sportscar racing in the 1950's and 60's? Was it really romantic? What was it really like?

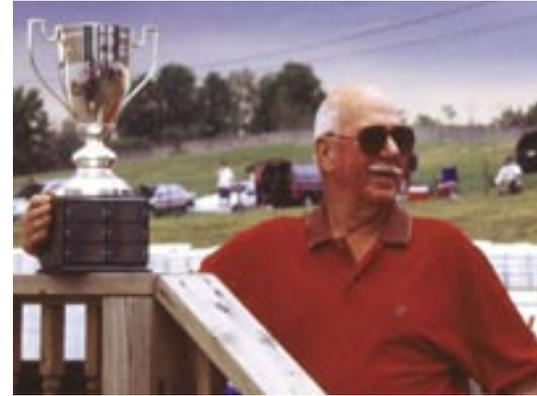
“I drove my car to the races until 1960, my last year as a driver. The preparation of the cars was a lot easier because nothing was allowed to be changed, only adjusted. You could take material away but add nothing. Cheaper. It was tough getting to the races cause of the roads and speed limits and working. I'd leave at 9 o'clock to drive 700 miles and be ready for practice and think nothing of it. We drove fast on the high-

tion manuals has now been re-embraced, reconfigured and updated in Kas Kastner's Triumph Preparation Handbook - "The compilation of the original Competition Preparation Manuals along with new stuff, modifications, interviews, racing stories about the Triumph Competition Department, and owner/drivers and their cars."

The soul of Triumphs are of course the engine and drive train mechanicals. On every page of the book, Kastner goes into minute detail so the racer/hobbist can squeeze every ounce of power out of an engine. While pursuing his quest to improve every mechanical component of a race engine, Kastner shares his mechanical genius. For example, the pros and cons of stock versus forged pistons, billet connecting rods rather than cast iron stock rods, the increased percentage of fuel/air into the combustion chambers, the porting of cylinder heads and the importance of camshafts to make more horsepower. For Kastner the goal of any engine modifications is to get as much power as possible out of a "stock" engine. Increased displacement equals more power as he impishly notes, "I've never had a driver come into the pits and tell me he had too much power."

For Spitfire enthusiasts there's plenty of information to improve the power of their engines. For example, increased compression ratios can be achieved in the 1147 and 1296 Spitfire engines by milling the engine block so that the flat-topped pistons can "pop-up" above the top of the block. As well, lighter flywheels, bigger valves, hardened crankshafts and the pros and cons of Webbers, Keihins, S.U.'s and Strombergs are all discussed. Terms such as "harmonic balance", "detonation", "bump steer" and "camber gain" are explained and demystified. Ignition timing, cooling system components, tire design and pressures, suspension parts and adjustments, close ratio gears and braking systems are all examined in minute detail. Kastner's motto states, "Never be beaten by equipment", and clearly, with all his experience, knowledge and enthusiasm shared in this book, one doubts whether the equipment every stood a chance with Kas Kastner.

Kas Kastner's Triumph Preparation Handbook is a must-read, must-own reference book for everyone from the non-mechanical Triumph owner hobbist to the die-hard, perpetual motor oil under the fingernails vintage racer. It is two-thirds tech manual and



one-third memoir of the nostalgic 1960's when all major sportscar manufacturers raced their products for S.C.C.A. glory. Place this book on your reference shelf right in-between your favourite parts supplier catalogue and your Haynes manual. Kastner's practical, energetic and succinct voice comes through on every page. Kastner's voice is not only that of a master mechanic and engineer, it is the voice of an engine behaviorist - Someone who knows the soul of Triumph racecars and sportscars. ♦

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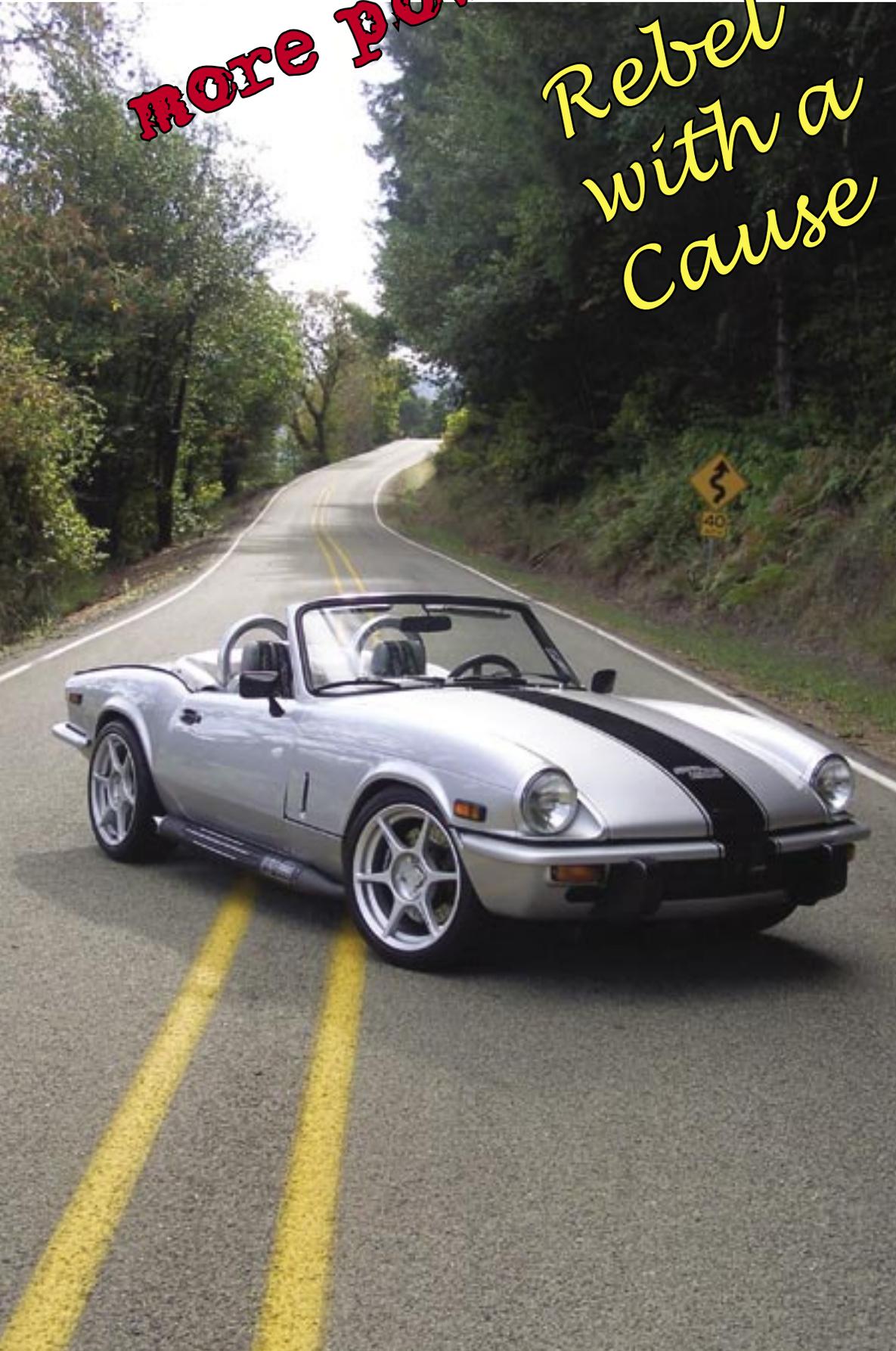
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By: Steve Gold,
San Antonio, Texas, USA

It was February 1999 when I decided that I wanted to build a project car. I sold my Rolex, and purchased a 1980 Spitfire I had found on the web in Austin, Texas. She wasn't all that much to look at, but I bought her none-the-less, knowing that I would eventually make her into the car I knew she could be! Over the course of the next three and a half years, I put a whole lot more than a Rolex into my little machine!

Initially, all I wanted was a little toy car, that I could go out and play with on the weekends – so I started with the cosmetics; paint, body, and interior. I ordered all kinds of stuff from the usual vendors; wheels, visors, and all the little tiny things that are always in need of repair/replacement. At first, I was a little leery of ordering all this stuff over the web, but I got used to it, and then, I got over it. This was going to be my toy, and I wanted it to be just so.

Jump forward to November of 2002, my Spitfire had been finished in Mercedes-Benz Brilliant Silver, with a Rally stripe in black, partly due to my love for the old MB Silver Arrows, and partly because I thought that the color would add a bit of class to this old chassis. I had also redone the interior in a custom two-tone dove and light gray and had a custom canvas top made in light gray to go with the color scheme. Now, it was time to make her roadworthy. I had picked up a subscription to *Spitfire & GT6 magazine*, and looked through it often for inspiration. When I finally looked at the back cover, I knew that I needed to call PRI!

Before



I found PRI's web site really had some interesting stuff – high tech, and high quality. I started searching the Internet for any kind of high tech components and quickly learned that PRI was the only place to get the goods! Still, it was going to take some kind of convincing to get me to send my toy 2000 miles away to a guy on my computer! Wow! I called and spoke to the owner, Chris Cancelli for over an hour the first time I called. What I found out was that Chris had been waiting for a car like mine, that someone was ready to take all the way.

Over several weeks, tons of e-mails, and an unbelievable amount of faxes, we came up with what I felt was a pretty good plan for the Spit, and numbers that we both were comfortable with. I told Chris that I didn't want to hang my head if I ran against my younger brother's 500SL, all he could say was I needn't worry! I was still a little uncomfortable with shipping her off, but I shipped her to Chris in December! This guy could talk the talk, and based on my background of 35 years in the car business, I was sure he could produce the desired results.

I had originally planned to do a conversion of some sort on this car to make her a reliable daily driver and sporty car as well! Chris assured me that his Stage I engine rebuild would give just that, plus double the power the car had from the factory. Other upgrades like brakes, starter, alternator and suspension would be all I would need, all this, without the expense of doing an engine swap and reducing any future resale value that the car might have. I was concerned about South Texas heat, and was reassured by Chris that I need not fear, as his engines ran exceptionally cool and I could easily accomplish exactly what I wanted inexpensively by using an early radiator and fan clutch setup.

Well, I wasn't really happy about doubling the factory output; I wanted the baddest Spitfire in the land and because of PRI, it was going to stay true to its heritage, without any engine swaps or goofy stuff. We finally settled for a full-blown STAGE III, PRI street prepared engine. In fact, everything that PRI builds was ultimately going to be installed in my car! Chris assured me that we would have the "ultimate Spitfire." This wasn't going to be another "Frankenstein" project, it was going to be a really true Spitfire, naturally aspirated

but with today's technology.

Chris was really good about keeping me up to speed on what he was doing with the car – he was sending me photos twice a month or so in the beginning; later, it became a joy to check my in box for fresh data and digital images of my little toy car. It really didn't hit home with me, how great this little car was going to be, until I went to PRI to see the car in process. Photos on the web, and all the web site info is fine, but when you can touch, feel, and see these products, it makes all the difference in the world! From that moment on, I knew that this car was going to be something special! Seeing is definitely believing!

The engine is truly a masterpiece. Exclusively, Chris himself builds all PRI engines. A Stage III engine usually takes somewhere between twenty and thirty hours just to assemble! Each part down to the smallest washer is cleaned, inspected, and then prepared for installation, even though they are new, grade 8 selections. Everything is torqued to specification, down to the oil pan bolts. This is only one of the reasons that Chris has had zero engine failures in the five years he has been offering his engine program.

His total fascination with and knowledge of internal combustion engines really shows in his finished products. His engines, from Stage I to Stage III would look good in your living room as a piece of art; but for obvious reasons, you'd rather have it in your car! You cannot tell the difference in build stages just by sight, unless you happen to read the PRI aluminum tag installed on the valve cover which registers the motor with PRI and links it to a complete build spec sheet.

The Stage III engine includes Chris' extreme performance head, Chrome Moly rods, forged pistons, roller rockers, PRI super lifters, tubular Chrome Moly push rods, lightened flywheel and everything is then carefully balanced and blueprinted. I told Chris to take it to the limit, and he did. The engine was bored .090 over, and compression was boosted to 11.2:1!

The building of one of PRI's motors is more likely to appeal to those who are really into the technical side of things. Of course, the standard work is simple to those that do it every day. An engine is first dismantled

FEATURE STORY

— every nut and bolt removed! Both block and head are magnafluxed for cracks, and re-machined for proper deck height and compression. Then the serious work begins.

Chris does all of the port work on the head and he puts his twenty plus years of experience into every extreme performance head he produces. The flow bench isn't very forgiving, and the quality of the port work is quite evident based on the results. Chris utilizes custom valves of his own design — the valves only have a stem thickness of 6mm as compared to the factory 8mm. The impact of this is reduced mass in the cylinder head ports, and reduced friction with the valve guides, adding to the efficiency and long-term durability and reliability of the engine. The Extreme Performance Cylinder Head Kit provides a higher rev ceiling with no valve float and increased power throughout the entire rpm range. The smaller valve stem diameter reduces weight for higher rpms, and reduces mass inside the port for optimum flow with less obstruction. The larger valve head diameters increase flow as well, when ported to match. This unique combination is deadly to the competition whether it's on the street or on the track — if you don't have this, you're not going to win! PRI has their own valve guides and their own "super lifters" made from superior materials to further enhance the reliability of their engines. PRI's Super Lifters are like every thing they build — superior! They are made from solid bar material, and case hardened far in excess of factory specification. Chris takes his usual "going beyond" in the manufacture of these little gems. The lifters are of a bucket design, and Chris has them drilled to utilize the otherwise stagnant oil sitting in the buckets, to oil the cam

lobes and push rods! The resultant "positive oiling" reduces the amount of oil in the lifter during running, and provides positive oiling directly to one of the most critical areas of any engine!

Of course, I wanted the baddest of the bad, so I had Chris install PRI's roller rockers with a 1.65:1 ratio. These roller rockers increase power while reducing friction and wear, because they use needle bearings in the roller as well as in the rocker's pivot. What's more, these rockers open the valve further than the original 1.45:1 ratio, improving flow rates! Once the head is ported and polished to Chris's satisfaction, then and only then, can the balance of the engine work go forward.

With the head ready to go, the final work of preparing the block begins in earnest. After they are re-machined and balanced, Chris ion nitrites both the cam and crankshaft. The block is always refinished, and always gets new freeze plugs, oil pump, rod bearings and bolts, oil galley plugs, cam bearings, you name it, and it is installed.

PRI uses custom tubular Chrome Moly push rods, which actually serve a dual purpose. In addition to reduced weight, they also provide added oiling to and from the lifters. The connecting rods are also a Chrome Moly, and they are forged for strength as well as reduced weight. Windage is the oil and air turbulence caused by the slinging of oil caused by the movement of the internals in the engine. This oil and air turbulence causes drag on the engine, robs horsepower, and increases static pressures. PRI's chosen rods address this problem and reduce it to acceptable levels by streamlining the lead-

ing edge of the rod beam in order to reduce this parachute effect.

The pistons are custom forgings designed by PRI, and manufactured by the world's best piston company, JE. These forged pistons are 1/3 lighter than the stock units they replace, and capable of running alcohol or turbo chargers! Unlike most forged pistons, the clearance for fitment is more precise, so there is no piston rattle during warm-up. Low friction rings and super light wrist pins round out the package. Then the balancing act begins; rods, pistons and crank are finely balanced to reduce crankshaft flex. The effect of lightening the weight of the engine by using stronger lighter parts is one of the reasons that PRI can extract maximum power and reliability from the little Spitfire motor.

When you open the bonnet and see what the finished product looks like, you'll then understand Chris's philosophy — it looks all business. He doesn't put a lot of stock in wire looms and chrome accents — the satin black finish on the engines and valve covers makes a statement of strength and ruggedness.

For all you motor-heads, Chris built this car to run on pump gas! Again, I was concerned about the temperatures in Texas, and told Chris that I didn't want to have any problems — he told me to relax.

Here's a little bit of an oddity; PRI warrants even their most exotic engines against defects in machining, parts, or



After

assembly flaws. The oddity is that Chris's suppliers like JE Pistons, and Pauter Rods come with no warranties! That just gives you an idea of the confidence Chris has with his work. Chris designed and manufactures his own lifters, valves and valve guides out of superior materials because he demands the best.

Chris's lightened flywheels are no secret. They have changed the industry, as have his other products, in part by turning the once useless used flywheels into salvage yard favorites. These flywheels run through two separate CNC processes for consistency and accuracy. By reducing the weight from the end of the crankshaft, you get the added benefit of prolonging rod and main bearing life because of the reduction of crankshaft twist. Truly at the forefront of Triumph performance products, he has raised the brow of Kas Kastner himself! Kas has several places in his new book "Triumph Preparation Handbook" made mention of Chris.

Two high profile racers featured in Kastner's book have Chris's performance heads, headers and exhaust systems, as well as Chris's magic touch tuning. Both Chuck Gee and Steve Smith are now, and have been the guy's to catch in V.A.R.A. thanks, in part, to Chris. Not to take anything away from their driving skills, both spend much, much more time on the podium since meeting up with Chris.

In fact, neither of them had ever won a race until meeting up with PRI! Chuck Gee now reigns with his 1500 Spitfire in E Production, whenever his schedule allows him to compete! Steve Smith, in his GT6, not only got his first victory in nine years of racing,



but also won the V.A.R.A. E Production Championship in 2001! Not surprisingly, after dominating E Production, V.A.R.A. bumped Steve to D Production, which allows for advanced modifications and displacement to 2.5 liters. With virtually no additional modifications, Steve finished 3rd in D production for 2002!

V.A.R.A. has always been known as very hard core, extremely fast, and unkind, if you will, and to dominate any class in V.A.R.A. takes a serious effort, as well as a major advantage – that is exactly what you get with PRI; you get the track proven performance that sets you apart from the pack! These results show you just how far advanced Chris's techniques and products are. Chris has chosen to channel his efforts to street performance and safety products where he feels they are most needed. I think he's right, making these cars more reliable and safer through the improvement in their handling and performance assures that they will continue to be enjoyed and driven by enthusiasts for years to come.

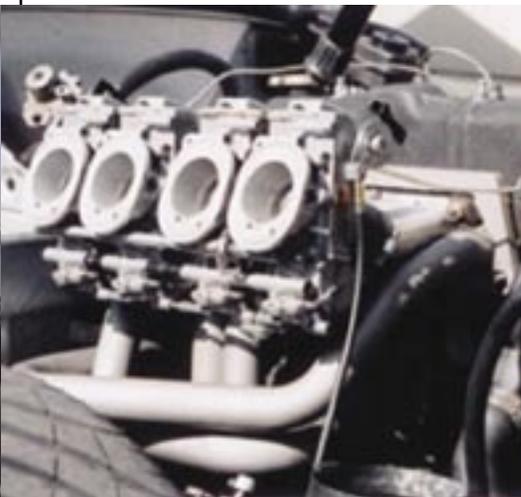
There is however, a tremendous difference between a track-car and a street car. They are two distinctly different animals. Even between track cars, there is a tremendous difference; between an autocrosser and a circular track car, they need totally different

setups. Chris knows what to do and how to do it, to balance the street car for great performance and stability.

Getting reliable power from a Spitfire motor has always been an issue, that is, until Chris opened PRI five years ago! Since then, there has been no reason to bastardize these wonderful old machines. Chris has proven that you can make reliable power, performance and safety without destroying the value and qualities that made us buy them in the first place!

Once Chris had built the engine, he called me to tell me that he had another item that he was taking off the drawing board that I might be interested in – rear disc brakes! I didn't hesitate; "put them on the car" was my immediate response.

It seemed the logical process, since I had already opted to put Chris's Big Brake Kit on the front. With massive 11 3/4" Blanchard Ground Cross Drilled vented Rotors, and Wilwood Four Piston Calipers they were absolutely gorgeous! It seems really cool to tell people that your brake pads are Kevlar! Chris prefers cross drilling over gas grooves because it not only vents gasses from the pads better, but it drastically reduces the weight, a common practice on Porsche's high end models.



All of PRI's brake accessories are hard anodized, 7075 T6 aluminum – it's more expensive than aircraft grade 6061 T6, but Chris always opts to be stronger in critical parts. A little unknown fact about Chris's big brakes combined with PRI hubs is they weigh exactly the same as the Spitfire's O.E. brakes! Hey guys and gals, there are lots of brake upgrades out there for all kinds of cars and trucks; but you can count on one finger how many weigh the same or less than the factory brakes!

By keeping the unsprung weight to a minimum, it allows the suspension to respond quicker, and thus keeps your tires in contact with the road. This is extremely important if you want to be in control of the performance that your Spitfire had designed into it, as well as a huge safety advantage!

There is more technical material here than you can imagine. Everyone today talks about aircraft aluminum – most often they are referring to 6061-T6 aluminum which technically is aircraft grade aluminum. Although 6061 is a good material, Chris opts for 7075-T6, an "aerospace aluminum," for all parts under stress or heat cycling for all of his prime equipment and critical parts.

The difference can be summed up like this: 6061 T6 has a shear strength rating of 41,000 psi, and 7075 T6 has a shear strength of 70,000 psi. Chris says there is still a place for the 6061, but he reserves that for things like grease caps or crank vent adapters – items that aren't under stress or typical heat cycling. Chris doesn't stop there though. All critical PRI parts (brake caliper mounting brackets, rotor hats, and front/rear hub adapters, and e-brake pulley system) are hard anodized. At PRI, it is crucial that safety comes first, and to that end, no expense is too much!

Anodizing is a staining or coloring process that we have all seen on bicycle parts, car parts, toys, and even fishing equipment, done in a vast array of colors, anodizing imparts not only color, but an anti-oxidizing finish to the aluminum. Chris opts for hard anodizing, which is widely referred to as mil spec (military specification) – the advantage over simple color anodizing is that hard anodizing adds to the overall integrity of the part as well as any threads that may be tapped. Hard anodizing is mostly done in its natural coloring



– gunmetal gray. It costs a little more, but if your going to build it, then build it the best it can be!

Well, back to the rear disc brakes – they are phenomenal! Chris designed the set-up on my little car and it is one of the most complete kits you have ever seen. You really have to look at it closely to see just how well engineered it is. It utilizes the e-brake handle, and from there back, it is all PRI. It comes with its own e-brake cable that utilizes the original routing points on the car.

The cable is called stainless steel rope due to its relaxed high flexibility. The ends are

swaged, high quality stainless steel that carry lot numbers because lot numbers are required by the aircraft industry. The company that custom builds these cables for PRI specializes in only critical control cables for the aircraft industry. The aircraft industry's standards far exceed those of the automobile industry.

The set-up features tandem calipers on each side, incorporating a single-piston floating caliper for the brake, and a mechanical caliper for the e-brake. The rotors are solid nine-inch disc, cross-drilled. Chris designed the hard-anodized hangers so they fit perfectly with his hub kit. No corners

na Cause



were cut, nor expense spared in the design and manufacture of this kit. Of course, the master cylinder had to be changed out for a larger unit to handle the increased volume with the Wilwoods in the rear, but Chris handled that with his usual style and flare, redesigning the bracketry under bonnet to retrofit the larger unit! The brake balance is perfect, and during the build, Chris let me know that if we needed to change the bias, we could easily adapt a proportioning valve to do so! Turns out, Chris was dead on, and we didn't need to change proportioning at all! This rear brake system is now available through PRI, and it is fantastic! You can view the system in more detail on PRI's web

site – www.priace.com! A decision was also made that this little girl needed to go on a diet! Neither of us liked the big, black, rubber bumpers, and they were beginning to show their age. At two and a half pounds each, Chris's new (available now) petite fiberglass reproduction bumpers not only look fantastic, but allowed the removal of thirty-five pounds of ugly weight both front and rear! With two layers of glass, and one of cloth, the bumpers have just the right balance of strength with virtually no weight! By the way, once Chris had the bumpers color coated and striped to match the overall scheme, all that was left to do was change the grille and lower valance

to an earlier style. Chris's custom bumpers utilize his integral aluminum brackets, lighter than the factory's steel brackets, further reducing the weight, plus allowing them to bolt in, just like the originals did. This kind of weight reduction has a profound effect on steering and handling!

Next up was the transmission. Chris overhauled the transmission and did a complete race preparation on it, undercutting and bevelling all the gears, lightening the flywheel, and adding a new heavy-duty clutch. By lightening the rotational mass, more of the power that the engine develops gets to the rear wheels because it takes less power to rotate the mass! Additionally, the lightening of the gears makes shifting quicker and crisper because there is less mass for you to have to move around. Neat how that works, huh?

The differential is PRI's run cool dif with its own K&N filter! Chris has worked on these cars for so long, he knows what goes... and the differential needs all the help it can get. His cool run design assures that the diff will last – heat equals wear, and with the extra power I was looking for, I thought this was just the ticket. He did insist on changing the gear ratio to 3.63:1, which only made sense based on the amount of power we were hoping to extract from this little Spitfire.

The hubs and adapters that Chris designed and sells allow the use of a variety of high tech tires and wheels. He suggested several types of racing wheels and tires. Yokohama Parada Spec II tires became the tire of choice – they are really sticky and fitment was perfect. With the 16X7" wheels and massive 205X40 16 tires, we get significantly improved traction over that of the original 13X5 wheels could ever provide. I wanted extreme to maximize performance; horsepower, speed, and handling. It is important to note, however, that the improvements that Chris made to my hubs and wheels will improve the handling and safety for even a stock Spitfire. You see, if you can utilize the high tech tires that are available today, you can improve performance with or without engine modifications, and improve the safety through the improved traction and handling!

To go along with the package, I opted to install PRI's shocks on all four corners to get the best handling. PRI's gas filled shocks are great in that they are adjustable for both

ride height and rebound. The fronts are coil overs, and they not only function flawlessly, they look exceptionally sharp. The rebound can be adjusted in seconds without any tools – how cool is that? These shocks also offer ride height adjustment. With their threaded bodies, you can raise or lower the car's nose in minutes, and because of their coil over design, the spring is part of the shock, so it is installed as one piece, which makes installation and removal safe and easy.

Chris normally installs a really trick setup for induction consisting of Quad Keihin CR Specials (four carbs). Although originally motorcycle carbs, he has been tuning and using them with great success on Triumphs and other assorted cars for over twenty years. His standard kit calls for four of Keihin's CR Specials, but I wanted extreme – Chris opted for Keihin's newest Flat Slide Series carburetors. Flat slides were the design of choice for Jaguar (also known as Lucas Sliding door induction) in their glory days at Lemans. Who was I to argue – Chris retrofitted his intake to accept the flat slides, and began tuning what was to be a screamer!

Chris has developed a truly tuned F-1 type header for the Spitfire, and I had to have that as well, if for nothing more than the sweet tones it emits running through the gears! It is truly a beautiful set of extractors, and it must be seen and heard to be truly appreciated. This absolutely beautiful setup could hang on your wall as a sculpture! They are coated inside with a thermal barrier, and the outside is finished with a ceramic-titanium coating. The satin gold finish is good to 2100 degrees Fahrenheit and impervious to chemicals! This entire exhaust system captivates you with its multitude of bends. There is however, reasoning to this mind-boggling display of artistic fortitude. All of the primary tubes are of equal length and are quite long for maximum torque. All four tubes snake into a handmade merge collector, in a circular firing order pattern. A cyclonic effect below the collector is the result. This creates even greater vacuum than merge collectors are known for, further drawing every bit of spent fuel from the cylinders above. It gets better...! The collector as well as the down pipes remain above the frame for maximum ground clearance. That's right, the unit is totally out of harms way, so you can lower your car till the frame drags the ground if you wish! The system



is available as a rear or side exit design. I chose the side exit even though it's a few hundred dollars more simply due to its exceptionally light weight, and the additional ground clearance – TGC – it's right there in the name: "Total Ground Clearance!" The down pipe makes its way out behind the right front wheel, where it makes a ninety degree bend into a megaphone, yet another feature to expel or draw gases out quickly. The megaphone slips into a huge aluminum tube muffler weighing in at a mere twelve pounds! The muffler is tunable and re-packable for long life. If it's torque down low that you desire, install the 2" core, top-end, the 2.25" core. PRI also offers a 2.5" core for extreme top-end power. The side exit muffler is very user friendly as well. Heat grills on the outside, and thermal barrier coating on the inside prevent any possible mishaps for passengers getting in or out of the car. This system is one of the most awesome examples of precision engineering you will see anywhere in the world, and PRI created this just for our little Spitfires! One feature that most enthusiast will love about this unit is that it simply bolts right in – there is no need to loosen motor mounts, or grinding or cutting for clearance; you just slip it into place, and voila; you have the sweetest exhaust system ever built! This is what happens out of sheer love for these machines. Chris has gone out on a limb to design and manufacture these kinds of systems for what has to be the smallest of the small markets. This company has made for us some truly amazing products that enable Spitfire and GT6 owners to hold our heads high when in the presence of any sports car today!

Of course, I was still worried about overheating. Chris finally decided to take her out and put the little Spit through the paces

through his test course. Over various days, regardless of the traffic conditions or hills and valleys of the Pacific Northwest, each and every time he checked, the laser picked up the temperature off of the thermostat housing at 165°F! This was done with only the factory fan and fan clutch – no electric fans, nothing at all added! I couldn't believe it!

Chris and I had talked about using a GT6 bonnet, and designing in a "ram air scoop." I thought that would be really cool, but to my surprise, by the time Chris got her to the Dixon show; he had already fabricated and installed a beautiful, functional, and really trick system. The funneled pickup is at the bottom of the radiator, which collects the pressurized air into a high-pressure box. He then plumbed it to another box forward of the four Keihins. Talk about slick!

Over the years I have dealt with many technicians, designers, and engineers on a wide variety of subjects. I have never been as impressed with technical expertise as I have been by Chris at Performance Research Industries. He truly loves these machines, and it really shows in the all out efforts he has made to bring them into the twenty-first century. The quality and craftsmanship is evident in everything they do, and in every product they sell.

Throughout my cars stay with PRI, we have been in constant contact, and Chris has continued to come up with ideas, minor changes, upgrades, and improvements that no one would ever believe possible for a Spitfire. What he built is his full Stage III engine, with Quad Keihin induction setup, big brakes up front, and developed a rear disc brake setup for her at the same time! We took a little more time than we original-

ly anticipated, and a little more money – the fact is, it was worth every penny, and every minute that it has taken!

At the last minute before Triumphest, Chris finished the prototype of PRI's newest Spitfire accessory, the twin hoop roll bar. The roll bar looked spectacular, and is perfectly functional. The final production unit will feature interchangeable hoops for street and race, as well as the optional four point harnesses with retractors!

My Spitfire showed its prowess at the Triumphest at Lake Tahoe this past October by beating everything at the Autocross – with me, a first time driver! They just got a glimpse of a street prepped PRI Stage III Spitfire. She took a Gold Medal in the show, 1st place in the Autocross (Modified), and Fastest Lap Time! I know that Chris would really appreciate TTSOC thinking that there was an engine swap in “That Silver Spitfire”, or that he (Chris) was the factory, but I don't believe that was their intent. According to their own information, modified class is reserved for cars with engine swaps or factory prepared cars – neither of which is the case with my car! I still do not understand why my little, naturally aspirated Spitfire, with original engine, transmission, and differential was relegated to the “modified” class. I guess the thought was that by moving “That Silver Spitfire” to the modified class, they could allow the four-cylinder plaque to go to one of their members! I guess that's just politics – who'd have thunk it!

When Chris drove her at Tahoe, he mentioned, “She just seems a bit down on power...!” That was all he needed to go back to work and finish fine-tuning her after the event, back at the PRI. Surprisingly,

when Chris took her back to the shop, he resumed tuning and dialing the car in, and ended up with nearly a fifty percent increase in the main-jets! Chris says that the car was truly sucking wind in Tahoe! I can only imagine how much faster she would have been with fifty percent more power than she showed there! It suffices to say that the power increase, after having spanked the field at Triumphest, is just more proof of the incredible work that Chris has done in the engineering of this project.

Her previous outing had no autocross, but she did manage a second place plaque at the UBSCC show in Dixon May of 2004! At least at the show in Dixon, the Spitfires and GT6's were on the same field as the rest of the Triumph models. Triumphest 2004 had the Spitfires and GT6's relegated to an adjacent parking lot – certainly less than these little champions deserved! I don't believe that I am missing the intent from that show, just check out their website; there isn't even a picture of the winner of the autocross! You can find pictures of the “also ran” TR's, though!

It's high time that everyone gave these little champions their do – don't thumb your nose at them; they have won many, many, more championships and accolades than the rest of the Triumph line ever dreamed of, and they have earned their place in history – of course, history has a way of repeating itself, so don't be surprised if “That Silver Spitfire” shows up again next year to put all those TR people in shock, again!

To give you just a glimpse of what has gone into this, my “Ultimate Spitfire,” here is a list of what has been done to her over and above the basic refinishing and refreshing.

In addition to all the foregoing, and numerous PRI little tricks helped to make this little Spit the ultimate in my book, true to her heritage. I didn't want to build another “Frankenstein-mobile” here – just a pure Triumph, the same way the Works Group would have built it if they were still around! This old gal is still naturally aspirated, no rotary engine, no six cylinder, just what

Ultimate Spitfire

- Stage III Motor (1598Cc)
- 1.65:1 Roller Rockers
- 11:2 Compression
- Forged Rods
- Forged Pistons
- Balanced And Blueprinted
- 6mm Stainless Steel Valves
- PRI Extreme Head Kit
- Tubular Push Rods
- PRI Superlifters
- Ion Nitrided Cam and Crank
- Ported for Max Flow
- PRI Deluxe Crankvent System
- Keihin Quad Flat Slides
- Mallory Unilite Distributor
- PRI - Morosso Blue Max Wires
- F-1 Style Header
- PRI Side Exit Exhaust
- Lightened Flywheel
- Polyurethane Bushings
- PRI Race Shocks – 4 Corners
- PRI Heavy Duty Spindles
- PRI Hub & Adapter Kit
- Big Brakes Up Front
- PRI Rear Disc Brakes
- Halogen Headlamps
- Led Marker and Taillamps
- Race Prepped Trans
- PRI Cool Run Differential
- 3.63 Gears
- Custom Interior/Trim
- Custom Carbon Fiber Dash
- Custom Canvas Soft Top
- Dual Oil/Temp Gauge
- Motolita Steering Wheel
- Momo Shifter
- Kosei K-1 16”X7” Wheels
- Yokohama Parada 205x40-16'S
- PRI Twin Hoop Roll Bar
- PRI Trunk Mounted Battery
- Corbeau Racing Harnesses
- Three Row Radiator
- Custom Radiator Shroud
- PRI Cold Air Ram Induction
- New B&B HD Clutch
- PRI Fiberglass Bumpers



Left to Right:
Gust Kritsonis
Steve Gold
Alice Gold
Chris Cancelli

Michelloti designed into her, tastefully updated with today's technology, and built to a level never before imagined with these cars!

I almost forgot – after many talks about this project, we decided to move the battery to the trunk. The weight distribution with gas and driver is now balanced dead on at 50/50! Chris designed and produced a really trick battery hold down/tray, which allowed me to install a standard Honda space saver spare mounted in the original space. Because of the hub and adapter set, it was easy to find a space saver that matched up with my 4x100 bolt pattern!

She can do zero to sixty along with the best of the big dogs. With eleven and three quarter inch Blanchard ground cross drilled vented rotors up front, backed with Wilwood four piston calipers and EBC pads, all from Performance Research Industries, this little girl comes to a screeching halt in a hurry! Of course, the matching setup in the rear with nine-inch cross-drilled rotors doesn't hurt, either!

With all of the conversions being done out there today, I just cannot imagine why one would opt to tear apart a wonderful little machine like our dear little Triumphs, and turn them into something completely

different than these cars were designed to be, namely a light weight, four cylinder, drop top sports car! If you want to build a monster, then build a hot rod, don't ruin a perfectly good LBC! Here is living proof, that you can keep your Triumph true to its heritage and design, and still be able to drive it with confidence! My little one, (my kids refer to her as my third, and favorite child) will be back home for the holidays, and begin her daily driver duties taking me to and from work. I sincerely can't wait to get her home. But I must wait for the production version of the twin hoop roll bar to be built and installed!

Although she has cost me a few bucks, I couldn't have possibly gotten any better bang for the buck than I have with this little Spit! She handles flat in the corners, accelerates like there is no tomorrow, and stops quicker than just about anything on the road. The tremendous engineering work done by Chris Cancelli of Performance Research Industries is second to none, and my hats off to his dedication to this project!

We are so proud of this little girl, that Chris is considering a Limited Edition, 25th Anniversary production run of 25 units closely based on this little gal! Whatever the price, this gal is definitely worth every penny!

Contact chris@prirace.com if you need information and to get on the waiting list. If he decides to build it, there will only be 25 – and you won't want to miss out on the opportunity to own one of these beauties! As crazy as it seems, the anniversary of the last Spitfires should be commemorated by something as wild and beautiful as this machine! With all that PRI has brought to the market in the way of high tech advanced systems for these cars, it is high time we stopped the carnage – make your Triumph all that it can be, and call Chris – keep it real, and keep it true to its heritage!

I've missed the old Rolex, but I've since replaced it! And now, I have a real Jewel of a Spitfire to boot! I may not beat my baby brother's 500SL, it would be really close, but I've got one helluva nice classic Triumph Spitfire – not too many people can say that! This "Rebel with a Cause," is proof that you can maintain your Triumph's heritage and end the carnage. In the future, I might con PRI into installing a Quaife Six Speed Sequential Shift transmission in place of my race prepped four speed, and maybe a Quaife locker for the rear-end. Chris said, "You'll have to change the license plate!" My response remains – it is still, for speed!♦





Booming surf. Roaring engine. A pretty girl's smile. Triumph Spitfire Mk2.

Why did champion surfer Joyce Hoffman select the Triumph Spitfire Mk2 as her official surf wagon?

Is it the car's outstanding styling and performance? (Plush, fully-carpeted interior. Smooth 4-speed stick shift.

0 to 50 in only 10 seconds.)

Safety features? (Accurate rack-and-pinion steering. Reliable disc brakes. Tight 24-foot turning circle. Bump-smoothing four-wheel independent suspension. And steering column

designed to collapse upon impact.)

Economy? (Only once-every-6,000-miles lubrication. Price: only \$2199*.)

To tell the truth, we really don't know. All Joyce said was: "It's so me!" Ah, women!

*Suggested retail price POE plus state and/or local taxes. Slightly higher in the West. SCCA approved competition equipment available. Look for dealer in Yellow Pages. Available in Canada and for overseas delivery. Standard-Triumph Motor Company, Inc., 111 Galway Place, Teanack, New Jersey 07666



HISTORY LESSON

Spitfire 4 Mk2

The Spitfire 4 had been selling with great success since its release at the end of 1962. Standard-Triumph was outselling BMC (British Motor Corporation) in the marketplace. The Spitfire 4 had come in at the right price and the right options. Not to be outdone for long, in 1964, competitor BMC came up with an improved Austin Healey Sprite and MG Midget. In an answer to the marketing success of the Spitfire, the "Spridget" now had a proper bootlid and wind-up windows. The sales race was on.



Above: 1965 Mk 2 owned by Jon Keil, Charlotte, NC



The competition: 1964 A-H Sprite MkIII



Standard-Triumph responded with the Spitfire 4 Mk2 in March 1965. The Mk2 sported a 67bhp 1147cc engine, up from 63bhp in the original. The increase was made possible partly through an improved cam and a revised tubular 4 to 1 manifold. The interior had been improved as well. Carpets, which were only available as an expensive option on the Spitfire 4 were now standard equipment, replacing the hideous rubber mats. Inner door tops and other previously exposed surfaces were now covered in trim to give a better fit and appearance. Wire wheels, overdrive,

steel hardtops, and even the heater was still optional equipment for the Mk2.

Outward appearances were almost identical. Door handles, mirrors, and chrome trim pieces were the same from the Spitfire 4 to the Mk2. The only obvious outward changes were the bootlid-lettering that had the added Mk2, and

the change in the grille, from a cross-hatched pattern to a straight slat design. Marker and turn lights varied from year to year and destination to destination, but the overall look of the car stayed the same. The Mk2 was still the car to have.

Advertising campaigns ran wild, promoting the Spitfire Mk2 as the



Above: Cross-hatch grille of the Spitfire 4

Below: The straight slat design of the Spitfire Mk2 grille





Above: 66 Mk2 owned by George Durkin, Phoenix, AZ

Below: Van Kirk, Lexington Kentucky - 65 Mk2; Bill Miller, Anderson Indiana - 66 Mk2



“Swingers” car to own. Endorsements were sought from various athletes and actors. Even surfing great Joyce Hoffman was featured in the Spitfire ads in 1966. (See ad on page 29). Sales remained high and

continued to beat BMC’s similar models. The Spitfire MK2 had a winning combination of style and performance. Its price was still slightly more than the “Spridget,” but consumers were willing to pay the difference. Over

37,400 Mk2’s were built from December of 1964 through January of 1967.

Almost as fast as the Mk2 appeared on the market, its replacement had started in design at Standard-Triumph. In the next issue: The Mk3 is launched with a restyled body and a bigger engine. ♦

Source: *A Collector's Guide - Triumph Spitfire & GT6* by Graham Robson

SPITFIRE MK2 SPECIFICATIONS

Production Dates : December 1964 to January 1967
 Total Built : 37409 Base Price : £666 2s 11d / \$2199
 Commission Numbers : FC50001 to FC88904

ENGINE

Cylinders : 4 in-line
 Bore and Stroke : 69.3 mm / 76 mm (2.77"/3.0")
 Cubic Capacity : 1147 cc / 68.8ci
 Compression Ratio : 9.0:1
 Valve Gear : Overhead (pushrod)
 Valve Clearances : 0.010" (0.25 mm) set cold
 Contact Breaker Gap : 0.020" (0.50 mm)
 Spark Plug Type : Lodge CNY
 Spark Plug Gap : 0.025" (0.64 mm)
 Firing Order : 1-3-4-2
 Ignition Timing : 17° BTDC
 Carburetion : Twin SU HS2
 Max Power : 67 bhp @ 6000 rpm
 Max Torque : 87 lbft @ 3750 rpm

PERFORMANCE

0-60mph : 15.5 seconds
 Top Speed : 92 mph
 Standing ¼ mile : 20 seconds
 Overall Fuel Consumption : 29.8 mpg (23.2mpg US)
 Touring Fuel Consumption : 46.5 mpg (36.2mpg US)

TRANSMISSION

Clutch : 6½" Borg and Beck
 Top Gear Ratio : 4.11
 Third Gear Ratio : 5.75
 Second Gear Ratio : 8.87
 First Gear Ratio : 15.4
 Reverse Gear Ratio : 15.4
 Final Drive (Differential) Ratio : 4.11
 Overdrive : Optional: Laycock D Type on 3rd and 4th gears

CHASSIS

Construction : Backbone chassis supporting integral body
 Front Brake Type : 9" diameter discs
 Rear Brake Type : 7" x 1½" drum, leading and trailing shoe
 Front Suspension : Independent. Coil & wishbone w/anti-roll bar
 Rear Suspension : Ind. Swing axle & transverse leaf spring
 F/R Dampers : Armstrong or Woodhead Monroe telescopic hydraulic
 Steering Type : Rack and pinion
 Steering Lock to Lock : 3 5/8th turns
 Wheel Size : 13" x 3½ D pressed steel
 Tyre Size : 5.20 - 13" - 4 ply tubeless
 Front Tyre Pressure : 18 psi
 Rear Tyre Pressure : 24 psi
 Front Wheel Alignment : 0-1/16" (0-1.6 mm) toe in
 Rear Wheel Alignment : 0-1/16" (0-1.6 mm) toe in

DIMENSIONS

Length : 12' 3" Wheelbase : 6' 11" Width : 4' 9"
 Front Track : 4' 1"
 Rear Track : 4' 0"
 Height : 3' 11" hood up 3' 8" hood down
 Clearance : 5" Turning Circle : 24'
 Dry Vehicle Weight : 13¼ cwt, 1540 lbs, 700kg

CAPACITIES

Fuel Tank : 8¾ gallons IMP (10.6USgal), 41 litres
 Engine Oil : 7 pints imp, 4.25 qts US, 4 litres
 Gearbox : 1½ pints, 7/8 qt US, 0.85 litres
 Rear Axle : 1 pint, 1.25pt, 0.57 litres
 Cooling System : 9½ pints, 5 qtUS, 4.8 litres



HISTORY: OWNER'S VIEW

Life One

I was 16 in early 1971 and in eastern Kentucky that meant I had been driving for about two years. Not legally of course, but my dad was a cop, so nobody really interfered with me driving the old '62 1/2 Fairlane handed down to me by my brother. Needing my own identity, I began looking for a 'special' car for me. As luck would have it, and as is often the case, one little incident charted my entire life.

My best friend's girlfriend had a younger brother that had acquired several boxes full of Triumph Spitfire parts including a body and frame, and, suddenly intimidated by the job before him, he offered to sell it to me for \$100. Having worked with my father and brother on our own cars and several Ford Model A's and T's, I figured this was my chance to build my own English Sports Car and be the envy of all my friends. Remember, this was the time of Sean Connery's 007, so a two-seater British car was very, very cool.

The project began in the summer of '71, but parts were hard to find in our area, and it took a year to put it together to a point that it would function. A '61 VW Beetle and a '63 Grand Prix Sport Coupe had their chance to impress me, but the little red Triumph in the garage at home held my interest.

It turned out that the car was—basically—a 1964 Spitfire 4. Now referred to as a Mk 1, back then everyone wondered what the '4' was all about. Sure, it was a four-cylinder, four-speed, but was a '6' or '8' in the works? With no internet and no information available to speak of in the high-horsepower era of the early seventies, this enigma was the topic of many conversations as my friends helped me discover theories and functions of a sixties English sports automobile.

I could hardly contain my excitement when the day finally arrived that I could put the Lil' Chit on the road. No matter that the bonnet was a GT6 model and that the frame brackets were homemade; no matter that oil leaking on the exhaust caused clouds to roll behind and inside the car; no matter that the temp gauge ran right up to the redline; it was a beautifully effortless vehicle to drive, peppy and full of spirit and panache. With a Corvette Nassau Blue paint job and a white tonneau cover, it was a striking car that became my daily driver through high school and college. So what if it broke a crank? Lost first and reverse for 8 months? Had to park on hills to start? It always got me there and back, including a trip to Boston, Massachusetts where it was stolen, run through a plowed field, recovered and driven home, ping-pong so badly it burned a hole through a piston—still it pulled into my employer's parking lot before it died on the spot.

That same week, I pulled the engine, replaced pistons, rings, bearings and thrust washers, and put it back in the car. The year was 1976.

Life Two

Having survived all of these mechanical problems and more, the body started failing in 1977. After something like 180,000 miles (the speedo quit in 1974 at 130,000), the rust was catching up. You could look behind the seats and see the road, and the radius arm mounts physically would move forward and back when shifting gears. Thinking it was the end of the line, I almost gave up on her.

Fate, however, would intervene; just 3 blocks away sat a Spitfire body, covered in leaves and missing the interior and top. I passed by it daily on the way to work, and from a distance of a half block, it looked forlorn. My wife, Jill, mentioned one day that it looked okay to her despite the covering of leaves, so I stopped by. When I walked to the front of the 1965 Mk2, I was amazed to see the bonnet had never been hit! It had the original letters and badge, and a spotless bumper and overriders. It had minor damage to both rear quarters, but no sign of rust anywhere; the interior, engine and radiator were all missing, but the floors and dash were fine. When I opened the boot, I found all the carpet, knobs, and loose interior pieces carefully boxed and wrapped.

\$75 later, Jill and I owned the body that would become the Little Red Fox. That weekend, we rented an engine hoist and transferred the engine and transmission from the Lil' Chit. After swapping the seats, radiator, and lights, etc, we fired it up and drove it downtown; less than 48 hours after it was sitting



with leaves all over it! Since many of the parts came from the Lil' Chit, we felt she had the same spirit and panache, and refuse to this day to consider it two cars. The numbers changed, but the renewed life of the '64 Lil' Chit lived on.

In 1978, though, a minor disaster struck. Parked at our new house on top a ridge, she rolled down hill and hit a pickup truck, destroying the bonnet. We had a neighbor's son who loved to 'help' and we think he may have shifted it to neutral, but we'll never know...bottom line, the car was devastated. We finally found a '69 bonnet with a hard-top for \$200, modified the frame for the bonnet, painted her, and took her to a couple shows in 1982. With our first child around, though, we put her in storage for more than 20 years...

Lives of Little Red Fox

BY VAN KIRK, LEXINGTON, KENTUCKY, USA



Life Three

2003 came around. Life had changed for Jill and I. Three children and three new businesses later, we were always running hard. Volunteering for nearly everything the kids did took a lot of time from Jill and me, but we had a great time doing it. With two of them driving though, and the third at an age where we were no longer her first interest, we found we could spend a little time together.

On one of these occasions, we passed a local landmark motel and spotted several LBC's of various makes, including Spitfires. I spun the car around, pulled into the lot and started admiring the various British offerings that were there. This was when I noticed the beautiful red Spitfire in the corner of the lot. I felt the tingle—no kidding, I remember the chills—run up and down my arms, and

knew it was time to get back to my roots.

It was a meeting of a local group, the Sterling British Motoring Society, and they had invited a contingent of Spitfire and GT6 owners belonging to another group, the North American Spitfire Squadron. I stepped into the obvious hospitality room and was greeted with cheer when I told them I had “one of those” in storage for twenty years. It was a member of NASS, Bill Tilford, that took my card that spring, and who called me in the cold winter of early 2004 to tell me “you’re getting it out this year, we want to see it”.

That’s all it took. By January 30th, my son Bill and I went to work cleaning and refreshing the Little Red Fox to get her back out again. Several parts and many hours later, she was nearly ready, although in an incorrect state; she still had the wrong year bonnet, and was pestered by an annoying overheating problem. Despite

HISTORY: OWNER'S VIEW



these issues, by May we made it to the same motel this spring and met the most marvelous group of people I have ever had the pleasure to meet. They spoke my language, and understood my problems! They even offered to help!

Then two weeks later, driving through bumper to bumper traffic to get to my radio show, disaster struck again; I was unable to stop her in time and bumped a car from behind. Very little damage occurred to the car in front, but death to the '69 bonnet on the Fox. It turned out, however, to be a blessing in disguise. Ebay produced a '65 parts car in Indy with the original bonnet! After an acid bath, it turned out to have had only very minor repair; some front edge body filler, and a bullet hole over the driver's wheel! After seeing the bullet hole, I knew this was the type of character the Fox would love.

We totally stripped her down to the metal all over, and this time did a meticulous body repair and repaint by Larry Duncan at Boots Auto Body here in Lexington. The engine has been pulled and resealed and many new and original pieces have been installed to get her to the beauty of her heyday. I have loved every minute of the restoration of the Fox, and she is now a sight to behold and once again, exhilarating to drive.

Oh by the way...I became a mechanic and am now owner of three auto businesses in Lexington, KY, all because of the love of a box of Triumph Spitfire parts.

Van Kirk, President
Kirk Auto Group
Auto Tech Service
Before You Buy Auto Inspections ♦



A New Year in Our Dealership

BY TED SCHUMACHER, PANDORA, OHIO, USA

Happy New Year! Since it's a new year, let's go back to a new year in our dealership. What do "Good Vibrations" (Beach Boys), "Cherish" (Association) and "Monday, Monday" (Momma's & Poppa's) a red MGB/GT, navy blue Spitfire, black TR4A, BRG MGB roadster, BRG Alpine, white Sunbeam Tiger, brg Sprite, red MG Midget, black MG1100 sedan and red AH3000 have in common. They were top 10 in 1966 - either on the charts or in our showroom.

Now it's early January 1967. The top 10 songs have changed. The 10 cars we had in stock are the same, all 1966 models. You got

some money for Christmas and want to buy a car. But, you want a '67, not a '66. NOT A PROBLEM!!! We have already sent the CO's (certificate of origin) back to BMC, Rootes or Standard Triumph. New CO's are on the way. These will all be '67's by the end of the week. Ah, those were the days. Starting in 1968, this was no longer allowed. '68 ushered in the first of the emission controls, the first safety standards and anti-theft devices such as locking steering columns and "visible through the windshield" VIN number. The ability to re-title cars led to some strange combinations that did not show up until years later. A car that did not sell

would be carried over for the following year. If it was a real dog, it carried over again, and again and again. There are actually 1962 cars that are titled 1967. For all the concourse judges, this is a real nightmare. It's a '62, no, it's a '67, no it's a '62 and on and on and on. It is a legitimate '67 titled car with a '62 build date. All the paperwork is legitimate. This was primarily an import situation. The American cars



changed so markedly every year that you knew it was a '65. In the case of the imports, a '66 MGB was identical in appearance to a '67 (or '65).

This did lead to some unique scenarios. The cars overseas were always a year ahead of what we received here. The first MGB was a '63 here, but a '62 in the UK. In 1967, BMC and Standard Triumph made some major changes to the Spridgets and Spitfires. Both marques got larger engines, 1275 cc for Spridgets and 1296 cc for Spits. Problem was these were '68 models but appeared in mid-'67 so they were '67's. 1100 cc engines and removable tops were replaced with larger engine and fold down tops. On top of all this, regional sales offices of the importers were trying to dump all the cars so they would have only legitimate titled '68 models. Remember, starting in '68 it would be illegal to sell a re-titled car. So, in the showroom AT THE SAME TIME, we could have a '65 Sprite, titled as a '67, a legitimate '67 Sprite and a '68 Sprite with a '67 title. Pick a car,

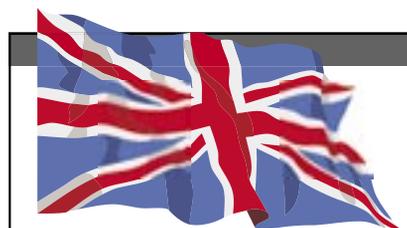
any car, and it was repeated over and over. There were also some SCCA track records set. The Spitfires and Midgets, now with larger engines but titled as '67 cars, were being raced in SCCA. Since the rules still mentioned a year, this got in under the radar and you had instant horsepower advantages over your competitors. The G/P track record at Mid-Ohio stood for a long time because it was set by a "big" engine Midget in '67 and the car in '68 became an F/P car.

Best wishes to all for the New Year. Next time, "how safety standards" killed accessory sales (and the top 10 songs of '68).

Ted Schumacher ♦



With the hot '67 Triumphs, safety comes 1st. (Steering column designed to collapse upon impact.)



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Give your Bonnet a Lift

by PAUL TEGLER, MARYLAND, USA

First, a bit of history is in order here. I spent quite a bit of time doing all the calculations for these struts. Many of the manufacture's web-sites out there have plenty of info on how to select the proper strut for your needs. What a Pain! I must have spent at least 20 hours calculating and drawing and calculating againyada yada yada....

I sent info and measurements to a company in Germany, one in Indonesia, and one in India. None of the engineers seemed to want to deal with the design requirements for some reason. Maybe they didn't want to be responsible for the supplied info. Anyway... here it is in 'short' form.



These four photos show the bonnet being opened. At this point the bonnet required roughly 45-55 lbs. pounds to lift the trailing edge.



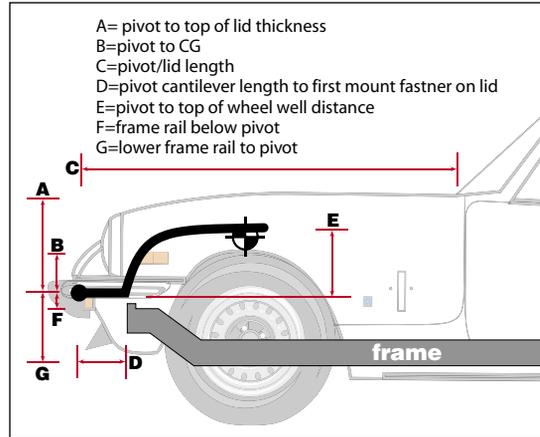
Initial effort to open the bonnet is greatest from it's initial closed position to about this point (roughly 10-20 degrees) Best 'guesstimate' is roughly 35-45 lbs. at this point



By this point (just short of 45 degrees) the effort starts to reduce, as the CG of the bonnet is now 'up and over' the offset pivot point of the bonnet. The bonnet in hand weight is roughly 20lbs



By this point the bonnet weight (in your hand trying to move it) only 5-10 lbs. You can see the OEM stay rod supporting the bonnet in it's open position. Max open position possible with prop rod removed would be about 100 degrees. In this position, at rest (roughly 80 degrees open) The bonnet CG is probably 6-8" behind the pivot point.



- A = 12"
- B = 6-8"
- C = 58"
- D = ~5"
- E = ~ 9"
- F = 2"
- G = 8-10"?
- CG to pivot = 24-26"

The drawing (above) is an attempt to define the dimensions of the bonnet compared to it's pivot point. The pivots themselves are actually buried up inside the black rubber 'guards' in front of the chrome bumper. There is a support frame inside the bonnet that has the pivots attached. This 'rail' assembly, bolts to the top side of the fender wells.

The dimensions are as follows

- A - Thickness of the bonnet from the pivot point to the top of the bonnet
- B - Pivot point below the **Center of Gravity** of the bonnet
- C - total lid length from pivot to windshield trailing edge
- D - Pivot point to the leading edge of the main chassis structure (frame rail)
- E - Pivot point to top of wheel arch inner surface (strut mount area o/c lengths)
- F - Pivot point distance above highest chassis rail
- G - Pivot point to bottom most point of chassis (strut open closed lengths)

This shot shows the bonnet support frame (round tube) Remember... this tube 'hooks' and the pivot is inside the black rubber bumper in front of the chrome grill.



Another shot of the tube and the 'hook' and how it goes up inside the rubber overrider of the front bumper assembly





The frame rail extends back about 6" from the pivot before curving down to the lower suspension members. It's about 16" from the pivot point of the bonnet assembly to the sway bar mount (right below the vertical aluminum strip in the center of the photo). The sway bar is the black bar that pops out from under the frame and disappears backward behind the wheel.



Another shot showing the 'box' that hoses the pivot tube (drivers side of the car) The inner fender well wall is almost perfectly in line with the outer most edge of the pivot box. The angle of the OEM stay rod (bonnet support rod) may give you an idea of the relative positions.



Looking across the engine compartment at the passenger side support pivot and the inner surface of the inner fender well.



Another shot of the OEM support rod.

I guess I'm looking at mounting the springs on the frame rails or right next to the pivot box, and to the bonnet pivot tubes just ahead of the wheel well. This would keep the units vertical as required to keep the seals oiled properly.

Two variations on function, I assume would be based as much on mount position as gas spring power.

I'm assumed the types of struts to try were 'type 2' or 'type 7' configurations, per the suppliers web pages.

Variation #1 - Zero initial effort to open the bonnet ... almost to the point of the bonnet opening itself when both catches (chrome handles on the sides of the bonnet) have been released. I assume this would entail the springs being strong enough to keep the bonnet up without any other supports.

Variation #2 - minimal effort to lift... assist mode... with the camlock config to lock it in the upright position (seems much safer to me)

This was the end of the information I sent to the manufacturers of the struts. In return I received no help. So I set out to test various struts myself.

The first round of testing I'm using a set of Stabilus units. **SACHS Stabilus LIFT-O-MAT** package label part numbers reads **SGSG230003*** above the barcode and **92134*** **SACHS NORTH AMERICA** below it. This 'kit' (one strut per kit) has an eyelet on the end of the ramrod and a ball/socket on the tube body end. The kit also contained a small metal bracket with a clevis pin as the mount on for the ramrod end. They are 25" 'eye-to-eye" initial compression is 40 lbs. At full compression (8-10" stroke) the pressure rises to around 65 lbs. This system easily held the bonnet open, but added very little in the way of initial opening weight reduction.

The second round of testing I'm using a different set of Stabilus units. **SACHS Stabilus LIFT-O-MAT** package label part numbers reads **SG123002*** above the barcode and **92020*** **SACHS NORTH AMERICA** below it. The Sachs catalog lists these as replacements for the Subaru DI and GL wagon tailgates. They are 28.5" 'eye-to-eye" extended, (17" compressed) with an initial compression force of around 45 lbs. At full compression (10-11" stroke) the pressure rises to around 70 lbs.



This set of struts are longer. They came with a ball/socket end on the ramrod end, and the eyelet and same bracket as above, on the tube body end. A clevis pin, and associated all hardware was included. You'll see why this mount type comes in so handy in this configuration.

Both sides are a 100% mirror image of each other. Three holes were drilled for each strut's mounting requirements, using 0.25"x.5" bolts.

lower right side mount

The lower mounts are small 90° metal brackets to mount the end of the stay rod. A simple 3/16" steel strap bent at 90° with two holes drilled to fit. It's fitted tight against the box to keep it from shifting. Just make sure you're far enough out from the main frame rail to get a nut on the bolt before you drill the mount hole in the top rail.

This end style arrangement made it easy to mount, as no extra plates are required to support the strut at the fender well metal-work. There are two holes already in the fender work. The 'lower' of the two holes in the strut mount goes in the lower hole in the fender. The second hole can then be drilled to fit.



This is quite literally the balance point of the bonnet now. It's not trying to float open, and not trying to fall closed. There is about a 10 degree 'dead zone' here.



The Bonnet, when fully up, actually needed about 5-10 lbs. of push to start it closing. If you 'lift by the lever' (a major no-no.... but we all do it....) the effort is only 10 lbs. Plus there is a lot less twist to the bonnet rising when only lifting from one side.



No stay rod is needed here. From the 'dead zone' you can let go of the bonnet and it will open the rest of the way and cushion stop itself.

THIS IS NOT TRUE OF LETTING IT CLOSE ON IT'S OWN! It will still drop loudly!

Setup #2 has been working very much to my liking...so I'm going to stop here. Wow! they do work well and I found a use for the shorter set of struts used in test setup #1. They fit perfectly on the rear tailgate of my 1973 BGT. 😊

I've had many people tell me the 123002 units are rare and now hard to find. I found that to be true myself when I went to add the gas springs to my 1973 GT6 MKIII. So on my third attempt, I have found the 126003 units work well too. They are about 1.5" longer so the upper mount point had to be changed. They are also just a bit stronger (5-15 lbs), yet still do not over power the bonnet. On the Spit with the 123002 units, the struts were perfectly vertical. With the 126003 units, they are about 10 degrees off vertical. Picking the right upper mount point is simply a matter of opening the bonnet to where you want it, and seeing where the top end of the strut meets a flat surface of the inner wheel well. The 126003 units are ball and socket at both ends. So I used large fender washers on both sides of the upper ball 'post' so it wouldn't bend and pull out of the sheet metal fender well. On the GT6 I did weld 'tabs' on as the lower brackets rather than bolt on an 'L' bracket like the Spitfire.

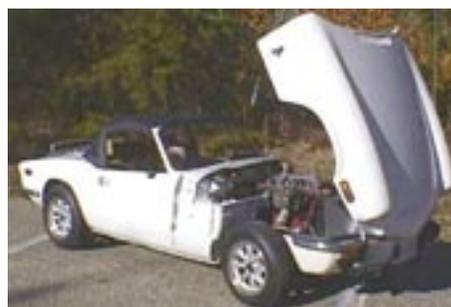
You may also need to hunt down a set of matching nuts (metric) for the ball socket posts as they don't come with nuts. I'm assuming on the 'stock' setup, these ball posts would have screwed into a captive nut somewhere on the vehicle.

A brief index of manufacturers:

Pravi Auto Swing PVT Ltd.
Stabilus (In Germany)
Associated Spring Raymond
AVM Inc. - terminology explained
ArvinMeritor - Brackets and mounts
Hahn Gassprings
Izerwaren Inc.
Ace Controls International
Kaller

If you having trouble finding SACHS Part # SG123002. It is available in the www.RockAuto.com catalog for \$23.67. SG126003 is also available for \$20.94. Hit the "Part Search" tab at the top of the catalog to find these lift supports.

I have posted this information along with many other Spitfire & GT6 modifications on my website. You can find them at: <http://www.teglerizer.com/triumphstuff/index.html> ♦



Get a Lift in Your Boot

by Richard Gosling (and Daffy!)

After some minor trouble with the gas struts supporting the tailgate on my wife's Audi (no need for details!), I found myself with two spare short-ish gas struts. Hmm, I thought, I wonder.... Yes, the opened length appeared to be almost exactly the same as the self-locking strut used on a Spitfire boot lid! I wonder if I can make it fit? Yes, it worked a treat, so I can share the very simple installation details with you.

The strut I used was a Monroe unit, carrying the markings "3054 250N". This appears to define approximately the closed and open length, and, I assume, the load - closed length is 30cm (12"), open length is 50cm (20"), and 250N (56lb force) seems in the right ball park. Any strut with a closed length between mounting points of no more than 30cm, and open length around 50cm, should do the trick - the load capacity of this strut is rather more than is needed to lift the light-weight boot lid of a Spitfire, and if I had a totally free choice I would probably choose a weaker one to make closing easier, although it is not too bad with what I used. You only need one.

Fitting was simplicity itself. Remove the existing strut by undoing the fixing bolts either end (7/16 AF spanner) - do not try and turn the nuts as they are welded in place! This is slightly awkward as the head of the bolt sits in the channel of the strut, so is hard to get to. The gas strut is designed to fit in place using a plastic cup on the end, which clips over a metal ball attached to the car. Just drill through the bottom of each cup (6mm / 1/4" bit). Pass the old bolt through this hole so that the shouldered part of the bolt sits inside the cup, and bolt the strut in place. I did not re-use the flat spring that sat between the old strut and the flanges it bolts to. Do not over-tighten, as the strut need to turn as the boot opens. The bolts seemed a stiff fit in the nuts, so I don't expect them to undo - if yours are loose some PTFE tape or thread lock should help.

One major benefit of the change is that the boot can now be opened single-handed, as, even when closed, the strut will lift the lid a little as you turn the catch, so you don't need to put your shopping down in a puddle as you turn with one hand and lift with the other. But maybe I'm the only one who drives their Spitfire to the supermarket even when it's raining! ♦

Mirror Image

WILLOW WISDE

BY SPITFIRE & GT6 MAGAZINE STAFF

Mirrors are important on our cars. Standard equipment included one round mirror on early Spits & GT6s, and one small

rectangle mirror on the driver's side. Some were mounted on the bonnet, some on the door. Bullet style mirrors were a dealer option, as were the mir-

rors on the passenger side. If your car only has one mirror, or the mirror or mirrors are showing their age, replacements are easy to install and installing a mirror where there wasn't one before is a simple task. Below

we provide the steps to complete a change and add a mirror to the passenger side. The installation is the same for round, rectangle or bullet style mirrors.



Replacing old mirror



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



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



Remove the screws in the old plinth and fixing plate



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



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



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

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



Placing tape in the area where holes are needed.



Transfer measurements* to tape.



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



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



Insert plinth into new holes.



Mount fixing plate with screws into new plinth.



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



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



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



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



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

VDCA SEASON FINALE AT ROEBLING ROAD RACEWAY

SAVANNAH, GA DEC 10-12, 2004

Story/Photos By Bob Spruck MotorMouth/South

The Vintage Drivers Club of America capped off a busy 2004 season at Roebling Road Raceway on December 10-12 with their Season Finale races. VDCA traditionally holds their last event on this date to take advantage of the last of the reasonable weather for racing. Some years it has been a close call! The Savannah area is at the change of seasons around this time so the weather can go either way rather quickly. Friday morning had heavy rains that blew out by the time most of us got to the track. T-shirt temperatures gave us hope for the rest of the weekend, but high winds and temperatures in the 40s on Saturday dashed those hopes. Luckily, Sunday reverted to reasonable, two-layers-of-clothing temperatures and virtually no wind, which was good for 500 more RPM at the end of the front straight than we were able to turn on Saturday.

The event had a record registration of about 110 cars. As in the past, the facilities were shared with the BMWCC, and it turned out to be a very symbiotic relationship once again. Nine vintage race groups each got two practice sessions on Friday and a Gimmick Race to finish up the day, a qualifying practice and race on Saturday, and a one hour Enduro and a feature race on Sunday. One of the great attractions of the VDCA is that the Gimmick Race and the Enduro are always included in the registration fee. Since there is no extra cost for either of them, they are always well subscribed, 49 cars having fun in the Gimmick Race and 38 taking part in the Enduro. True to VDCA tradition, there were no serious on-track incidents, and only a few one-car mis-steps. Unfortunately, probably due to the fact that this was the end of a long season of racing for most of the cars and drivers, there seemed to be an inordinate amount of mechanical problems, some that were merely irritating, others of the mild elusive kind, and a few that will require total rebuilds. Maybe both cars and drivers get a little tired by the time December rolls around?

Group 1, the small bore cars, was a pretty exciting race as usual. Fred Danovitz (1967 1296cc Spitfire) and Jack Cassingham (MG Midget) came in first and second, closely followed by newcomer Larry Smith (Midget) who put in a good showing. Doug Meis, driving the Honda NTM sports racer, was a close fourth. Fred had some serious differential problems earlier in the event and drove Sandy Jackson's Beech FV for a few sessions while his Spit was being fixed. Six



Above: 62 Spitfire #17 driven by Tim Slater, as he pulls away from the competition.

of the 35 cars in the Group were Spitfires. Fred was 1st in F-Production class and 1st Overall with a very fast time of 1:28.471 on the 2.20-mile circuit. John Paul Preston was the second Spitfire, placing 9th Overall and 1st in G-Production in his 1964 1147cc Spitfire. Right behind him was Tim Slater in his 1962 1147cc Spitfire. Unfortunately, Quinn Derby (1968 1296cc Spitfire), Leigh Derby (1968 1296cc Spitfire), and Marcus Jones (1965 1147cc Spitfire) all suffered problems major enough to keep them out of the final race. Fiat Abarth, Turner, Saab Sonnett, and Matra were some of the other marques represented in the group, in addition to the ubiquitous Bugeyes and Spridgets.

The last race on Friday afternoon was the Gimmick Race. Doug Meis, Group 1 racer and Tech Director, makes the rules and picks the winners. He also assures that there will be lots of fun and laughs. And he always does a good job. This year the gimmick was to form into five car teams and each driver pick a target lap time. For each driver on each team, the amount of time each lap varied from his target lap time was added together and the lowest score won. With 50 cars in the race, poor Neil Harmon in timing and scoring sure had his work cut out for him. As usual, Neil and his computers did a fine job and nobody challenged the results. Doug made sure of that. We all want to stay on the good side of



Above: 64 Spitfire #48 owned & raced by John Paul Preston



Above: 62 Spitfire #17 owned & raced by Tim Slater

Neil. The "Killer Vees" came in first with a total variance of 3.4 seconds after nine laps. Gordon Drysdale (Lynx), Mike Jackson (Shadowfax), John Harkness (Formcar), Paul Meis (Zink), and Tim Slater (Spitfire) took home the big (?) prize. Leigh Derby (Spitfire), Barry Durham (Lola FF), Bill Eaddy (911R), Stuart Reiter (911), and Jeff Horne (Lola FF), racing as "The Roebing Ramblers" came in second with a phenomenally close variance of 3.6 seconds. "Santa's



Above: 65 Spitfire #3 owned & raced by Marcus Jones

Elves" placed third with a variance of 7.7 seconds posted by Marcus Jones (Spitfire), Mark Gobble (Sprite), Bill Shields (MGB), Larry Blankenship (MGB), and Steve Mullins (MGB).

Sunday morning's Enduro was a one-hour contest, and confusing as all get-out until you saw the computer lap charts. Thanks again, Neil! With 42 laps at 2.02 miles each and 38 cars starting, there was plenty of time to gain or lose places, and plenty of people to do it to you. After all was said and done, Paul Tavilla and John Gaither brought their Swift S2000 home first, followed by Peter Krause and Dave Blum in another S2000, Peter's Lola T-598. Larry Wilson, driving solo, got his Elva-Porsche into third place. The winners started in eighth place but were up to the lead by the fourth lap. They dropped only to seventh during their pit stop around lap 15 and then marched to the front and stayed there for the duration. Matt Richmond started his Swift S2000 on the pole but dropped all the way to 37th on lap 6 and then did a long climb back to 4th at the end. Miles Whitlock (Lola FF), Bill Eaddy (Porsche 911R) both made big gains after big losses.

Spitfire driver Tim Slater had a great run. Starting in the 30th position, he made a bold advance to 12th by the 19th lap when he took his mandatory 5 minute pit stop, dropping back to 24 th. From that point, he pressed on strongly to finish 20th when the checkered flag fell after his 34 laps. Marcus



Above: 68 Spitfire #128 owned & raced by Quinn Derby



Above: 68 Spitfire #141 owned & raced by Leigh Derby



Above: 67 Spitfire #05 owned & raced by Fred Danovitz, waiting for a new differential

Jones started in 18th place, motored up to 10th by the 18th lap, took his stop and reentered in 18th , and finished his 24 laps in 17th place overall. Danovitz, ever the hard charger started 20th and got as high as ninth before he took his stop, fell back to 21st, but pressed on to finish 13th. Keep in mind that Roebing Road is 2.02 miles long, so these guys all put some serious racing miles on their cars this weekend! ♦

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TRIUMPHEST 2004

LAKE TAHOE NEVADA, SEPT 30 - OCT 1, 2004

STORY AND PHOTOS BY CHRIS CANCELLI, SUTHERLIN, OREGON

The Triumph Travelers Sports Car Club was once again, this years hosting and sponsoring club for the 2004 TRIUMPHEST. This year, the event was held at the Horizon Resort in South Lake Tahoe Nevada from September thirtieth, through October first. Triumphest is akin to being the "West Coast Nationals" of Triumph events, and it is sponsored by a group of West Coast Triumph Clubs who host the event on a rotating schedule; the other clubs involved in the rotation are; Desert Centre Triumph Register, Southern California Triumph Owners Association, Triumph Register of Southern California, and the Triumph Sports Car Club of San Diego.

This years event included activities of all kinds; a Dinner Cruise on Lake Tahoe, a Welcome Party, an Autocross, a Funcours, a Funkhana, a Rally around the Lake, a Walking Rally through the hotel, a fun Awards Banquet, and on the final day, Sunday, a group photo session! The weather was just as beautiful as the location! There were over two hundred registrants for the show, one hundred and eighty Funcours participants, and a whopping three hundred fifty people at the awards banquet! Of course the casino was nice; it least it was nice to some of us! Over all, the event was a fantastic success, and just a bit of alright!

Major sponsors for this year's event included Performance Research Industries, Spitbits, Moss Motorsports, Rimmer Brothers, Victoria British, and The Roadster Factory. Our thanks to all our Gold Level Sponsors for all of your support, not only for this event, but for helping us keep our LBC's on the road! Jolly good show, chaps!



Everyone at Triumphest comes away a winner, so here is a synopsis of awards and categories:

Presidents Award winner: Dennis & Bonnie Baxter's TR250
 Peoples Choice Award winner: Gordon & Jackie Temple's TRA2000
 The Funcours awards were:

Gold Award Winners (90+ points) 134
 Silver Award Winners (80+ points) 24
 Bronze Award Winners(70+ points) 9

Autocross Fastest Car on the Course Award:
 Steve Gold's Silver Spitfire #141 26.14

4 Cylinder Stock Class Spitfires, TR3-TR4's
 1st Place Gene McCafferty's Blue TR4 #16 27.38
 2nd Place Gordon Gibbons' Silver TR3 #7 27.58
 3rd Place Joe Curry's Red Spitfire #121 28.03

6-8 Cylinder Class Stags, TR6-TR8's
 1st Place Chris Wehling's Maroon TR6 #40 28.83
 2nd Place Bill Fisk's Maroon TR6 #47 29.01
 3rd Place Huw Upshall's Silver TR8 #168 29.99

Highly Modified Class... (Engine Swaps/Factory Prepared Cars)
 1st Place Steve Gold's Silver Spitfire #141 26.14
 2nd Place John Sisler's Blue Spitfire #30 27.92
 3rd Place Tom White's Grey TR3 #71 29.67

The Dinner Cruise on the M.S. Dixie was enjoyed by everyone – great sights, good company, and a wonderful meal. The Autocross featured some very spirited driving, with some good old competition! The Funkhana displayed the prowess and driving/maneuvering skills, and the Funcours allowed everyone to display their pride of ownership! A good time was had by all! Next year's Triumphest will be hosted by the Triumph Sports Car Club of San Diego, and is scheduled to be in San Diego October 7th through the 10th! I'll certainly be there, and hope you will, too!

Pensacola British Car Beach Bash

PENSACOLA BEACH, FLORIDA, APRIL 16, 2004

STORY BY MIKE JAPP, PHOTOS BY VINCE COOKE, BILL MOSELEY, AND MIKE JAPP

Eight Spitfires appeared on Pensacola Beach along with 120 other British sports cars and sedans for the 12th Annual Pensacola British Car Beach Bash sponsored by the Panhandle British Car Association. With the white sand beaches just a few feet away and cool breezes coming in from the Gulf of Mexico, this is a great place to showcase the very type of cars that are perfect for cruising to the beach. Judging is by "People's Choice" and awards are for 1st, 2nd, and 3rd in each class. Any car can go home with a trophy. We also have valve cover racing in the afternoon. Our site is easy walking distance to restaurants and shop-

ping. We have a large tent at the center of the show site for shade and nighttime security at the host hotel.

We have not had a GT6 in two years and no "round-tail" Spitfires this decade, so it would be great if owners of those cars could come. Friday night before the Saturday show, we host a free dinner at the hotel to welcome you to Pensacola Beach. Bring your family (I did), your car, and your surfboard for a good time with other British car enthusiasts! More details and pictures of previous shows are on our website <http://www.pbca1.com/>.



NASS Central Region Spit-Together 2004

INDIANAPOLIS INDIANA, SEPT. 17-19, 2004

STORY & PHOTOS FROM NASS NOTES NEWSLETTER

The North American Spitfire Squadron Central Region met up in Indianapolis Indiana for a weekend of fun & camaraderie. They gathered on the northwest side of Indy at the Holiday Inn Select, the host hotel for the Indy British Motor Days.

We learned that Thursday and Friday had been riddled with mechanical failures among members attempting to get together. Joe Guinan lost a fan belt in Omaha that caused his engine to overheat. He threw in the hat on Thursday. Hurricane Frances was still pounding its way upwards through Tennessee and Georgia, and flooding kept Larry Elswick from being able to get away from home. Earlier that day Geof Bush, driving down from Michigan, called from somewhere near Lima Ohio with ignition problems. Some roadside parts changes finally cured the problem and Geof Bush & Lori Day were on their way.

Otto & Toto Kemp made the trip from North Carolina all the way to Cincinnati, but then the Rumble B experienced a major problem with a leaking head gasket. He was rescued by Don and Marilyn Slicker who got the Rumble B to their house. Plans were reluctantly made for a substitute vehicle and Otto & Toto made it via a rented Chevy pick-up. By 6:45 that evening those that had made the trip so far, gathered together at the local Max & Erma's Restaurant for dinner. Kevin Ludwig made it just as we were entering M&Es with new NASS member Marv Robbins along with him. Kevin had convinced Marv to experience the weekend with this wild group of Spitfire & GT6 owners.

Saturday morning members headed south in a long parade of Spits & GT6s. We first stopped at the local Sunoco to top off our tanks. Suddenly this Sunoco was wall to wall Triumphs. It looked great. One extra benefit



Indy Pitstop



Gathering@ Indy Speedway Museum



1911 Marmon Wasp - 1st Winner



1949 XK-120 - Clark Gable Special

at Sunoco was that they offered 94 octane petrol. From there we snaked an impressive line through town to the Indy Speedway Museum located in the infield of the Indy 500 track.

The museum displays cars from every era of Indy racing, including the first winner at the Speedway. Mixed in all of these cars was a 1949 Jaguar XK-120 in pristine condition. The car was purchased by Tony Hulman and used solely by Clark Gable while he was at the Speedway in 1950 filming the MGM movie "To Please A Lady". The XK-120 is maintained as it was provided to Mr. Gable and has

less than 6400 miles on it. (Note: "To Please A Lady" was considered too risqué a title in England so the name was changed to "Red Hot Wheels").

For the museum we headed to the northeast corner of Indy for a cookout hosted by NASS member Tom Beaver. Some members took the time while burgers were cooking to repair minor problems on their Spitfires. Tom's driveway became a large tech session. Once the repairs & lunch were complete, the group headed north for a 75 mile "Equine Country Drive" set up by Susan Beachamp & Richard





Campi. The course wound through the farm country, north of Indianapolis. Our only task on this drive was to count horses and ponies. Along the way we made a stop at a historic covered bridge and a stop in Atlanta to view this historic Indiana town. As we stopped to look around, our presence created a small stir among the townsfolk as some gathered to admire those odd little cars. Even a couple of rough looking, black jacketed Harley riders stopped briefly to offer their compliments. The group proceeded on and the drive ended in Zionsville, just north of the host hotel as we turned in our equine counts. Saturday evening we met up at Union Jacks Pub. All had a fun filled evening of good food and spirits. Prizes were given out for the Equine count, with the prizes going to the highest count, the lowest count, and the closest to average. The prizes were toy horses with ribbons adorning them.

Sunday morning the Squadron met up at Arbutuckle Park in Brownsburg Indiana to hold



their "show within a show" along with the Indy British Motor Days Car show. As the morning went on, more and more Spitfires & GT6s kept arriving. Final count was 26 Spitfires and 4 GT6s. An impressive new comer was a 1972 MkIV with a V8 transplant, owned by Hal Durkee of Michigan. During the day, Hal, as well as Dale Gallup of Ohio and Dave Griffith of Indiana joined the ranks of NASS as new members.

At the conclusion of the Indy British Motor Days show numerous Awards of Excellence were given out to NASS members, including Tom Beaver, Mike Ross, Dale Gallup, Van Kirk, Bill Tilford, Richard Campi, Geof Bush, Jeff McCoy, Hal Durkee, Dave Griffith, and Alex Polozoff. Events concluded by 3pm, and some members gave their good wishes and goodbyes to those who needed to make the long trek home. Part of the group stayed to participate in the panoramic photo that was taken by EventphotosLtd.com Out of 26 Spits & 4 GT6s, only 12 Spits & 1 GT6 stayed for the photo.

After the panoramic, a few members remained to help tear down the NASS tent and load up the banners and boxes left over. A few weary souls decided to have one last meal together before hitting the road. Mike Ross, Marv Robbins, Bob Arnett, Lucinda Lot Howard & Ginny Baugues, and Bill & Marie Tilford, joined together for supper at the Green Street Pub just up the street, before hitting the road home. Once dinner was finished, good lucks and goodbyes were shared and headed headed their separate ways exhausted, but happy with a successful gathering. ♦

UPCOMING EVENTS USA/CANADA 2005

February 20 - Lake Worth, FL.
The All British Classic Car Show
Larry Micelli (954) 941-5432

February 27 - Wheaton, IL.
9th An. Chicagoland MG Club
All British Swap Meet
Jim Evans (630) 858-8192

March 5 - Bonita Springs, FL.
British Motor Car Show
Bill Newman (239) 283-3160

March 18-19 - New Orleans, LA
15th An. British Car Day
www.bmcno.org breithoff@tlxnet.net
Bill Breithoff (504) 488-8560

March 19-20 - St. Louis, MO
10th An. Missouri Endurance Rally
& 3rd An. Missouri Mini-Endurance Trial
mgslime@swbell.net
www.sltoa.org/events/2005/03/mer2005.htm
Robert Rushing (314) 995-8664.

April 9 - St. Augustine, FL
Legends on the Green British Car Show
concoursechair@jagdriver.org
www.jagdriver.org (904) 716-9572

April 16 - Pensacola, FL
Pensacola Beach British Car Show
tschmitz@ametro.net (251) 961-7171
www.pbca1.com/show2005.htm

April 22-24 - Dobson, NC
20th An. British Car Gathering
www.triumphclub.org
Steve Ward, (704) 358-6252

May 7 - Succasunna, NJ.
Britfest 2005 jagshop@earthlink.net
www.njtriumphs.org
George Hughes (908) 788-1982

May 27-29 - Champaign, IL
14th An. Champaign British Car Festival
www.wvbcc.org/cbcf/ altmgb2@yahoo.com
Dick Brown (309) 662-3020

May 28- June 5 - EVERYWHERE
Drive Your British Car Week
www.britishcarweek.org
Scott Helms BritCarWeek@arczip.com

UK 2005

Feb 6 - Stoneleigh, Warwickshire
International Triumph Show & Spares Day
www.triumphshow.co.uk
info@tssc.org.uk +44 (0)1858 434424

March 18-20 - Alexandra Palace, London
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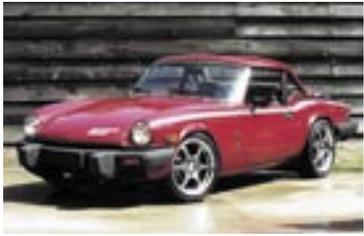
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