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Issue #18

Spring 2005



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"Me & Mrs. Jones"

features

- Stranded on an Island - '65 Spitfire4 Mk2
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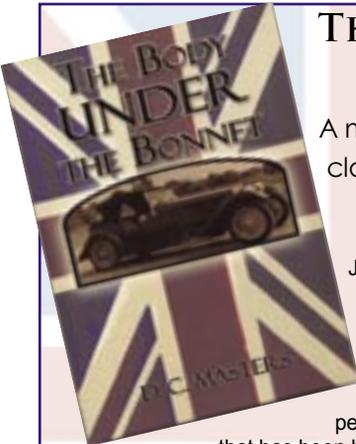
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The wheel goes round & round....



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OK, OK, now it's my turn to talk...

You think your editor is losing it now, right? No, not really, but what do tires and hard drives have in common?

Well, this past month they have had a lot in common to me. What are the odds of having 2 flats on good tires within 24 hours? If you are a betting man, you would say the chances are low, and so would I. But during a trip in my Chrysler

LeBaron to beautiful Lexington Kentucky to visit the Kentucky NASS Wing Tech day and be a guest on a local talk show, we came out of the studio to find my front drivers tire flat. Thanks to Van Kirk & family we had a tank of air to refill the tire, but could hear the hiss. We made a fast trip back to Van's garage to find out the tire had a non-repairable puncture near the edge of the tread. Van & son helped me put on the spare and the 250 mile trip home that night was uneventful. The next day I drove 110 miles to attend a planning meeting for a British car festival. One mile from the exit ramp of the Interstate the drivers rear tire blows out at speed!

OK, no biggy! But wait, I used the spare tire yesterday. Well DARN @#%\$@\$%&#*&^%#\$. After a short walk, a good samaritan offered me a ride. But, since he was a parole officer in his official car, I had to ride in the back, behind the cage! That was a first, boy was it tight! He did drive me about 1.5 miles to the meeting place and there I got help from fellow LBC owners (MG owners, no less).

We went to a nearby junkyard and were lucky enough to find a matching rim with a decent tire holding air. So we changed the tire to the junkyard spare and after the meeting, we were able to make it home, but I did take the highway instead of the Interstate so I could keep the speed much lower. The next day I made a trip to the place I bought the tires, (with less than 10,000 miles on them) and explained my dilemma. Thank goodness for road hazard coverage, as they said both tires would be replaced with new. I mentioned that the passenger's rear had a slow leak, so they pulled it off to check it. There they found a goose-egg on the inner sidewall, so it too would be replaced. When talking about replacements I stressed that I would prefer a different brand of tires. Surprisingly they no longer carried that tire and I received 3 new (different) brand name tires to replace the bad ones. A little cash and a fourth one will go on the car, and hopefully I can travel the roads this summer without worrying about blow-outs.

So that covers the tires, but why picture a hard drive? Well, a hard drive spins round and round, and to any computer user it is the heart of their work. When you build a magazine digitally, it can be your very income. As a habit, I always back up (copy) each issue to CD/DVD after it is complete, for archive purposes. Notice, I said AFTER? Well, the day after getting my tires replaced, I was about to finish this issue of the magazine, and send it off to press. That is when I got the blue screen of death! XP decided to die. A quick call to tech support gave me little hope, as they said a total recovery would have to be done, destroying all data. I hung up thinking all was lost. Thankfully I found out by using my wife's PC through our home network, I could access all of the data on my crippled machine (thanks Ginny), so the next 36 hours were spent backing up all data before the recovery was performed. A few extra days of work, and the magazine has reached completion. I think...

So some words of warning, check your tires often, even new ones, and back up your harddrive often, you won't regret either. Thanks to everyone that offered help, during the flats & the HD/XP calamity.

Until next issue,

Howard

Howard

Thanks to everyone for your submissions. Keep them coming!



◀Bill Tilford, Van Kirk, & me at WVLLK-590AM Talk Radio, Lexington, Kentucky - "Under the Hood with Van Kirk"



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SPITFIRE & GT6

magazine

PUBLISHER
Profiles Marketing Group

EDITOR
Howard Baugues, howard@triumphspitfire.com

ADVERTISING
Tom Broberg, tom@magazinepublisher.com

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CORRESPONDENTS
Gregory Hertel—Eastern Canada Correspondent
Stephan Sieburg—Swiss Correspondent

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THE
ARTICLES IN
THIS ISSUE
WERE SENT BY:

Jeff McNeal
Lizzie West
Laura Parris
Terry Kahl
Ted Schumacher
Brian Bushong
Brian Nickerson
Scott Helms
Andy Pascua
Chris Juniper
Greg Hertel
& many more...

The staff of Spitfire & GT6 Magazine expresses its sincere gratitude to the many supporters and suppliers of stories, photos and technical information.

Send us anything Spitfire or GT6 related!
info@triumphspitfire.com or
P.O. Box 30806,
Knoxville, TN USA 37930-0806

LETTERS TO THE EDITOR

Dear Spitfire & GT6 Magazine...

Dear Editor,

How I love your magazine! I drove a '78 Spitfire as a teen, but lost her when my wise mother insisted she not accompany me to college. For my 39th birthday, I purchased a '74 with 18,000 original miles from the car's second owner in Cincinnati. Having driven her for three years, I recently surrendered her to a decommissioned telecom engineer here in Dallas, Texas, who will give her something just short of a frame-off restoration - hopefully to be finished by my 43rd birthday in August!

With everyone in the family missing the car, my eight-year-old Sarah suggested that we craft a "Mini-Spit" for this year's entry into the derby-car race sponsored by our local YMCA as part of their Indian Princess father-daughter program (of which I am "chief"). Mini-Spit failed to garner any awards for looks or speed - competition was tough - but Sarah is delighted with the product of our week of nights in the workshop. True to Spitfire tradition, Mini-Spit is slow and her lights don't work! Attached are photos of the Sarah with her pine car and the real Spitfire that inspired her.

Keep doing the Lord's work!

David Spence
Dallas, TX

*David,
You & Sarah did a very nice job on the Mini-Spit. That is a great photo showing the proud smile from Sarah! You & she did well crafting your Pine Box Derby car, and even if it was slow, it should have won for STYLE! Michelotti would be proud!*
~H

Readers: See their photos on page 10



Dear Editor,
I just received issue 17 of the Spitfire/GT6 magazine, better late than never, and I must congratulate you this issue. Ripping up the envelope, even forgetting my cup of coffee in the process, I quickly scanned through it. The 'Rebel with a Cause' instantly caught my attention and brought home the realization that the 'old parts Spit' that is resting in peace in and out of assorted boxes in the old barn, has some real potential and better be resurrected in the near future.

The magazine surely keeps us focused on the rescue of our beloved Triumphs.

Thank you the inspiration.

Cheers

Liv Haasper
Smiths Falls, Ontario

*Thanks Liv,
And keep sending us those wonderful photos and great articles.*

~H

Dear Spitfire & GT6,
Congratulations on a really great issue #17. Once it finally arrives, I am always impressed by the efforts in providing a top-notch publication. I have every issue of the magazine and always look forward to the next one. It's always fun to find out what's going on at events around the country in the Club Scene section, and I particularly enjoy reading the stories from other Triumph enthusiasts and the tech articles. I found Paul Tegler's article on bonnet struts of special interest as I will be installing the kit from TSSC on my GT6 as soon as the weather permits.

Keep up the good work. I'm already waiting for the next issue.

Sue Snyder
Sterling Heights, Michigan

*Thanks Sue,
And best of luck on a great turn-out for your Battle of the Brits in September! www.battleofthebrits.org*

~H

Dear Howard,
I am looking for information from readers that have purchased their Spitfire/GT6 on **ebay**. If there are any readers out there who'd like to share their story, then please have them contact me as I'd like to write a story about this twenty-first century mercantile innovation, that led to the purchase of a twentieth-century Spitfire/GT6. I can be reached at:

gregory.hertel@tel.tdsb.on.ca

Thanks!

Greg Hertel

Eastern Canadian Correspondent

Thanks Greg! Readers, we want to hear from you. I personally bought my first Spitfire via ebay, how many of you have done the same? Send your responses to Greg at the address above.

*Thanks,
~H*

Dear Editor,

I went to write out a check for my Spitfire & GT6 renewal and I noticed something that doesn't make sense. On my little reminder card, the prices in the corner say \$12.95 for on year, \$35.00 for two years... is that supposed to be \$25.00? I was going to do two years.

Thanks, Kate

Kate & all,

Yes, there was an error on the first batch of cards mailed out. Correct costs are \$12.95 for one year; \$25.00 for 2 years; \$35 for 2 years plus a t-shirt. Sorry for the confusion.

~H

Dear Editor,

Keep up the great work on the Spitfire & GT6 Magazine! I've been subscribed from pretty much the start, but was amazed and very pleased to see it in my local newsagents recently - in Canberra, Australia.

☺

Cheers,

Todd Wilson
www.GT6.com



*Thanks Todd,
By the way, nice website!*

~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

Stainless Sports Muffler

Nigel @ Spit Bits is now offering a semi sport stainless steel muffler for the USA specification Spitfire 1500.

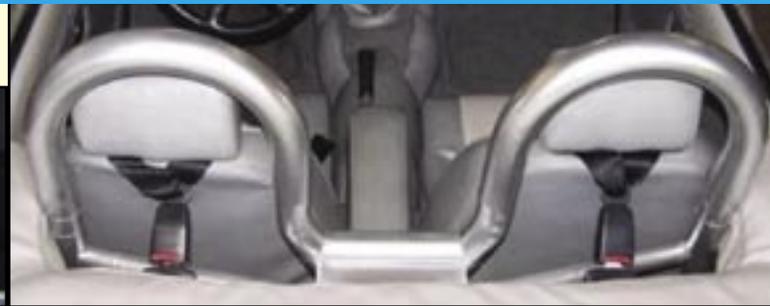
They will fit directly on to your existing exhaust pipe and feature two very attractive polished stainless rear pipes, enhancing the existing exhaust note. \$259.00US

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Weird, Wacky & Wonderful!

SPITFIRE/GT6 CARTOON ARTWORK



Ken Benner of Strongville, Ohio decided to combine two of his interests, his love of Spitfires with his talent of illustrations.



To the left is one of several cartoons we will run illustrated by Ken.

In his letter, Ken writes, **"If your going to be a British car owner, you need a sense of humor!"**

In looking at the samples Ken has provided us, it appears he has a great sense of humor, as well as a great talent of illustrations.

Thanks Ken, we hope you will send more cartoons. Readers, look for a new cartoons from Ken in several of the upcoming issues.

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www.playingmantis.com/jl/your_car_star.php?articleid=550

Right now, they are looking exclusively for vehicles that are included on their current list. Since they do not currently have a Spitfire or GT6 cast model, it might take some coaxing, but with some really good examples, one of our readers might end up with a replica of their treasured car. They do offer a site to send in your comments, so let's mount a campaign to ask them to create a Spitfire & a GT6 cast model, so we too can enjoy this program.

The address to send your request is: www.playingmantis.com/jl/contact_us.php?MyArea=jl



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

You write
the caption



Cooper Goethert admires his father's toy Spitfire. "Please daddy, can I play with it? I won't hurt it, honest!!"

Next issue...



Send your caption suggestions to info@triumphspitfire.com

or

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

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

My First Triumph

Yeah, baby!

All mine!!! All mine!!!

Daddy, I can't find any Spit in here!

So how much water to make it grow???

Daddy, that car wash's water is too hot!

Oh, dad look what your car did while I was washing it!

Mom shrunk the car when she washed it!

Hmm. Looks kind a like a sail. Wonder if Dad's model will float in the tub.

Cool. Mom will never find her wedding ring here.

Where's my toy 'Cuda so I can swap in that Hemi?

Hemi? We don,t need no stink'n Hemi.

There is enough room for a Chevy small block V8

Hey, where's the mice - Grandpa said Dad's car has mice under his hood.

...and then I'll put a PRI stage II engine in it, and a...

Hmmm. Electrical problem or fuel problem?

Dad sure smiled when he said chicks like sports cars. Oh Susie!

Wow! This car has ALL of its parts, (unlike daddy's).

Not even Uncle Bob could bolt a hood on to open backwards.

Now all I need are some hydraulic dampers for the bonnet....

Does this one come with a cup holder?

Where's the M&Ms

The stuff dreams are made of

Good things come in small packages.

"From little acorns, big cars GROW!!"

Twelve more years baby, just twelve more years!

Wow, it really "is" a little car, isn't it?

If only it was bigger!

Boy!! when we grow up...

When I grow up, I want one a little bigger

It will get bigger when I do, but my bank balance....????

When this car grows up, it's gonna wanna be mine!

When I turn 16 I can drive you around daddy...

Mom & Dad, this is just what I wished for and I want to help you restore a full-size Spitfire for my 16th birthday.

One pill makes you larger and pill makes you small; go ask Alice

Billy's first glance at mid-life crisis

Are we there yet?

AND FINALLY

Dad I've outgrown my Spitfire. When do I get yours?

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READER'S RIDES



▲ David Spence, Dallas, Texas, USA
'74 Spitfire 1500

◀ Sarah Spence with her "Mini-Spit" handcrafted by her and her father (David) for a Derby car race. Read their Letter to the Editor on page 6.



▲ Alan Gruskos, North Hanover, New Jersey, USA
'69 GT6+

▶ Riccardo Brunetti, Roma, Italia
'62 Spitfire4



▲ Chrissy Horner, Illinois, USA
'78 Spitfire 1500



◀ Dave Denison, Maryland, USA
▼ '70 Spitfire Mk3 [Jasmine yellow-34]



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





▲ John Gauldin, Oklahoma, USA
'70 Mk3 "Lazarus" [17-Damson]



Harold Durkee, Grand Haven, Michigan, USA Spitfire V-8 ▲

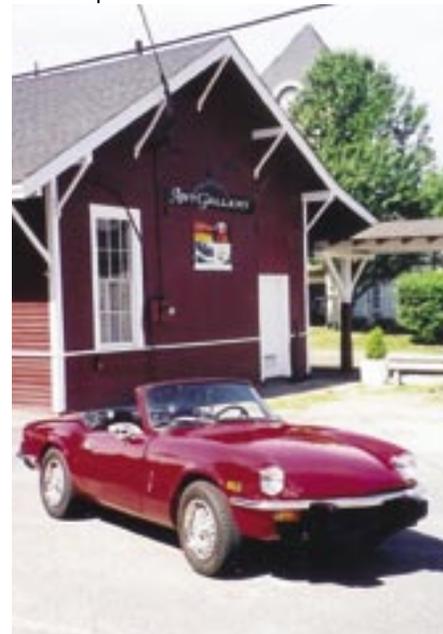


▲ Adam Snider, Hickory, North Carolina, USA '72 Spit-6

Juergen Bruechert, Germany, Green 68 Mk3▶
Norbert Schumann, Germany, Red 69 Mk3▼▶



▲ Grady Wilkerson, Brookhaven, Mississippi, USA 78 Spitfire 1500
Andrew Sharp, Bethel, Connecticut, USA
▼ '75 Spitfire 1500





▲ Ralph "Red" Beard, Penn Valley, California, USA '70 GT6+

▼ Norbert Muijsson, Holland GT6+



▲ Joel Stein
Ft. Lauderdale,
Florida, USA
'72 GT6 MkIII

▶ Liv & Wilf
Haasper
Smiths Falls,
Ontario,
Canada
'68 Spitfire Mk3



▲ Larry Sutton, Larkspur, Colorado, USA '69 Spitfire Mk3



▲ Steve Horwood, Ajax, Ontario, Canada '68 Spitfire Mk3



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Saving Faith

Scenes Of A Spitfire Testimony

Story by Lizzie West

Photos by Laura Parris

Walt Whitman says, "Faith is the antiseptic of the soul."

I have driven across country six times – once in a very magical Spitfire named **Faith**. I have kept 38 books of personal research regarding the Holy Road and now, here, in book 39, I compose a letter to you, my Spitfire friends.



file photo

This is a letter to all of us who love to ride free, low enough to the ground to keep a fast and loving eye on the light. After all this time, all these songs, all my travels and my thirty one years visiting earth, I have to tell you about a Triumph Spitfire called "Faith" and the life changing lesson she taught me.

The story goes...In the Summer of 2002, I had just finished recording my album, "**Holy Road: freedom**



file photo

songs," for Warner Bros. Records. My destiny seemed clear. Almost three years later I can tell you that nothing is ever clear, not to the human eye, and that the secrets of Laughter are hidden in change. In the last thirty months, I have begun to honor Faith and truly learn the meaning of my own songs.

"Hallelujah, I lost my job, hallelujah, I'm coming Home."

There is a whole back-story to this thing, an entire tale about Finding Faith, which covers the initial synchronicity between Tom Broberg, me and Spitfire/ GT6 Magazine. You can read all about that in the back issue #10, from Winter 2002.

For now, I will just tell you, that in that fateful Summer of 2002, I had finished recording my album in California. I was heading back to New York. We had plans, my brother and I, to film our trip home for my music video. For the filming, we wanted to buy the right car. So, I bought a 1977 Spitfire from a man in Venice Beach. The car cost \$7,500. She had 8,000 original miles on her and was in mint condition. I named her "Faith."

The plan was for me and my little dog Figaro to drive from L.A. to New York in Faith. My brother and friend Glyn would follow in the Jeep behind, filming a docu-music video called "Sometime" (see www.lizziwestlife.com). We broke down a few times and didn't get very far. Some beautiful Indians helped us tow her to a garage in New Mexico. We proceeded to use the Jeep to pull Faith to New York City.

In Knoxville, we stopped for gas. Tom Broberg just happened to pull up right beside us, in his Spit. He told us what our problem was. Tom got us a new gas tank from his garage down the road and sent us on our way with blessings and a mechanic who would meet us in New York and get Faith back on the road. He promised to run a story about finding Faith in Spitfire Magazine and he did.

Meanwhile, I took the ride of my life, through the music business and beyond. I mixed my album in New York City and went on tour to support it. I was named "**Breaker Artist of the Year**" by **AOL** and **Entertainment Weekly**, heard my songs in countless TV shows and movies and played on the radio, my father passed away, the war broke out, I got my heart badly broken, and ended up broke. Now I know, Self Reliance is the key to success. Never let someone run your entire life, even if you are a poet with your eyes on the stars. But that's another lesson entirely. That's not what I'm here to write about.

I'm here to write about the little car that taught me to trust in something larger than myself and let go. Now I am free and driving in Faith, writing about how things seem to work on earth in songs and stories. The fact is, the only thing that has consistently proven true is that Faith is, indeed, the antiseptic of the soul.

In all of the breakage, I almost had my Spirit broken by the music business, but I didn't. It was the goodness of God in the people I met that kept me going. In the past year, my "fans" became friends and kept me driving forward. By the summer of 2004, I had left the label and released a new song, independently, as a free download. The song is called **19 Miles To Baghdad**.

While I finished my new recordings, due out this summer and Fall 2005, Jessie Costello, a 20-year-old college rebel, who said my songs changed her life, moved in with me and promoted 19 Miles To Baghdad. Tom James, who saw me perform once, volunteered to build the web site for 19 Miles To Baghdad. Miguel wrote from Spain saying he would build the new official Lizzie West web site (check **www.lizziwestlife.com**). Laura arrived at a show and has kept me walking since, making sure I carry the new music to you. Driving in Faith kept me straight on the Holy Road throughout the whole summer.



photo ©2005 Laura Parris



photo ©2005 Laura Parris



photo ©2005 Laura Parris

When I'd get discouraged, feeling that there was no place for my work in this world, I'd get in Faith and drive along the beach.

Faith broke down in the fall.

One sunny afternoon in September 2004, Jessie had gone back to college. Me, Figaro and my friend Rafi, got in Faith to head out to the tip of the island. Half way out, Faith started smelling like rotten eggs. We got her to the closest mechanic. He said it would cost at least \$1500 to replace the manifold. I had spent all my money on promoting 19 Miles To Baghdad and working on this new album. I called my mechanic, Steve, at Corrigan's Garage in Bridgehampton. He said that if I got the car to him and got him the right part, he promised to fix it for \$250. Okay, I could handle that. Faith went under the knife.

When Steve couldn't locate the right part on line, Tom Broberg and Howard Baugues came to the rescue AGAIN! They found a generous soul, Kevin Dalton, to donate the used manifold. He sent it along free of charge. It took eight important months for Faith to get back on the road. Steve replaced the manifold with Kevin's gift but had to modify the manifold to fit the car. Then, they had to build a front head pipe to fix the exhaust pipe fitting. There were a lot of repairs on Faith but I know it took that long 'cause I needed to learn the lesson, the lesson I wasn't ready to learn yet. I needed to be in the cocoon long enough to understand how to let the Source take me down the holy road. I'm just beginning to understand that now, just starting to wake up.

Finally, after eight months of waiting and studying my own patterns of impatience, Laura took me to pick up Faith. We got to the garage. Steve said, "Go get me a new battery." We did. We were back in an hour. While Steve installed the new battery, we all talked about the business of art and how everything seems like a com-

mercial these days. "Nothing sacred," I said. Laura answered, "Just keep the Faith." "Okay," stepping away from the car, "give her a try," Steve said. I got in the driver's seat. Figaro, my one eyed companion, hopped in the other side. I put the key in the ignition. She started right up, purred into a howl and I howled back, so did Figaro. We took off for Home.

It was the first sunny day of Spring. After an hour of cleaning the car, Laura looked up at me and said kindly, "Lizzie, lose your faith in the music business but don't lose your faith in the people. Look at me..." she stepped back, smiled and held up the car wax in one hand, the rag in the other. Figaro winked at me with his shut-eye and agreed. Faith shined in the afternoon sun and said, "My dear, our journey has just begun."

The other day, I wrote Howard Baugues and told him that I have to sell Faith. "I am forced to pay a certain someone the \$7500 that she cost within 120 days," I told him. Howard wrote back and said, "let's do another feature on Faith in the magazine. Maybe, somehow, we can help you keep her." Laura added later over dinner, "let's make a Saving Faith Offering and raise enough money for you to keep her driving the holy road".

I'm sitting next to my mother in the hospital yesterday. She's just been diagnosed with chronic Leukemia. I think of the car and the story for the magazine. Then I think of the lesson: Faith is letting something larger than you do the driving and just loving the road. I lean over to my mother. "Mama," I say, "If fear made you sick, then Faith will

make you well." She nods knowingly and I can see that she's really going to try to get healthy now.

So, I'll wrap up my letter with this toast. Here's to you... to friends helping friends keep the Faith. To... Jessie, Tom J., Tom. B, Howard B., John G., Kevin D., Steve, Miguel, Laura, and all the beautiful souls that I've yet to meet along this journey. See you this Summer, singing the new songs and driving in Faith... you, me, and Figaro, on the Holy Road, and at the Spitfire convention in Detroit this September.

Something Good Has Begun.

Join our future in Faith @ lizziewestlife.com

*Your friend and artist,
Lizzie West
X=h/m*

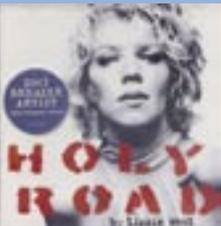


Lizzie West Timeline



1999/2000 : Self Release Of Original "**Holy Road**" album. Recorded in and around Williamsburg, Bklyn.

2001/2002 : 4 Songs **WEST** EP. Released by Warner Bros. This EP is a mixture of songs recorded in Sag Harbor, NY and Los Angeles. It has the song '**Chariots Rise**' used in the movie "**Secretary**".



2003 : Warner Bros. Release of the new "**Holy Road: Freedom Songs**" album. Recorded in Sag Harbor, NY and L.A.

2003 : Warner Bros. Release of the music video "**Sometime**" featuring "Faith, the magical Spitfire". Filmed acrossed America.



2004: Self Release of "**19 Miles To Baghdad**" Internet Single, free download and limited edition cd.

Spring/Summer 2005: Upcoming Release of "**Something Good Has Begun**" (five new songs by Lizzie West). These five songs are part of a larger work recorded in 2004 in Jamaica, NYC and Nashville.



Summer/Fall 2005: Upcoming Release of "**The Truth About Me: evolution songs**" The complete Volume recorded 2004 in Jamaica, NYC and Nashville.

Song Placements for Film and TV.

Commercials: **IAM.com** National commercial.

Films: HBO Movie, "**Rock The Boat**", "**Secretary**".

TV: **Dawson Creek**, **Mismatch**, **Everwood**, **Alias**, **Third Watch**.



To listen, buy, and download music & videos visit LizziewestLife.com

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Saving Faith: where fans become friends....

photo by Laura Parris ©2005

Stranded on an Island

by Andy Pascua, Philippines



I'm from the Philippines, a place that's frequented by typhoons. How common is that you ask? Try 27 a year. In Manila, the city where I come from, the temperature ranges from 68°F to 86°F during the "cold" months and 81°F to 95°F during the hot months of the year. Too hot to drive around in a convertible, if you ask me. Despite the extreme tropical conditions, I still choose to do so in my Conifer Green 1965 Triumph Spitfire4 MK2.

I acquired the car in October of 1991 from an uncle who was set to migrate to the U.S. He wanted the car to stay in the family and since he knew that my dad and I were eyeing his car for the last five years, he decided to sell it to us. We paid 60,000 pesos for it. This was equal to \$2300 in 1991. Today 60k is about \$1100.

The car called for quick fix. Although it was in running condition, the blue paint was dull. It needed a new trim. The engine looked dirty and the ragtop was just uh, rags. It spent the next couple of weeks in the detailing shop where it got a wax job, a new trim and a new top. The day after I got it, was the day I took it to school



and I parked it right next to the TR7 that I saw every single school day.

In 1994, I had enough money to have the body and chassis repainted. I wasn't decided on the shade of green I wanted until it was scraped to bare metal. Underneath the windscreen, the shop owner found traces of the original color of the car, so he advised me that this was the correct color for my car. All the rusted out body parts were replaced with gauge 18 sheet metal, the little dinks were straightened. This was the only major job done on the car up until 2004. I could not replace the defective parts simply because I didn't know where to get them. A few years after the body restoration, both clutch and brake master cylinders were badly rusted out and were not reliable. Because of this the car would have to sit in the garage until we got new parts for it. Driving it around was too risky.

In the early part of 2004, thoughts of selling the car to help cover the bills already crossed my mind. The turning point was when I heard someone on the radio ask his listeners what their most prized possession is. My family of course, was my immediate answer but he said it had to be an inanimate object. So I looked at what I had and realized it was my Spitfire. Without delay I got on the internet and decided to google Triumph Spitfire. On top of the list was the Spitfire & GT6 Magazine site. I had not seen this site before so it took me several days of browsing the site before I discovered the link to the NASS yahoogroups. I signed up and started reading. My first question about Carbs drew some exciting responses from the members. The more I read the daily posts, the more I was convinced to keep the car, restore it and use it at least once a week. I made a list of parts that required replacement and consulted the original manual that came with the car to find out what else needed to be done.

In Manila, car restoration is a hobby that's gaining popularity. As long as you have the needed parts and the money, you will never run out of experienced mechanics that are willing to do the job for you. Labor is reasonably priced. Just to give you an idea, car wash is about \$1. To have your oil changed will probably cost you \$40 for the gallon of oil, the oil filter and to pay the guy to do it for you. I never have to worry about how to top off the gear box and differential with gear oil. There's always someone to do it for me.



There's a story to these tail light protectors. I got the car from a close relative. It had been with him on the island of Cebu where he used it as his daily driver. In that town there were a lot of children running around and it happened that the children would always run into the tail lights of his parked car. He never replaced the lenses instead just glued them together every-time it would break. So after the *Nth* time it broke, he finally had the protectors fabricated out of stainless steel and installed to prevent the lenses from breaking whenever somebody tried to lean on them. I decided to keep them even though the lenses are new, as an added feature to the car.



The wheels are from a Japanese compact car here in the Philippines. I had to have the holes re bored a bit to match the old original wheels. I had the original wheels repaired and already have them on the car. I also had the vinyl top repaired to make the "rear window panel" and quarter panels larger.

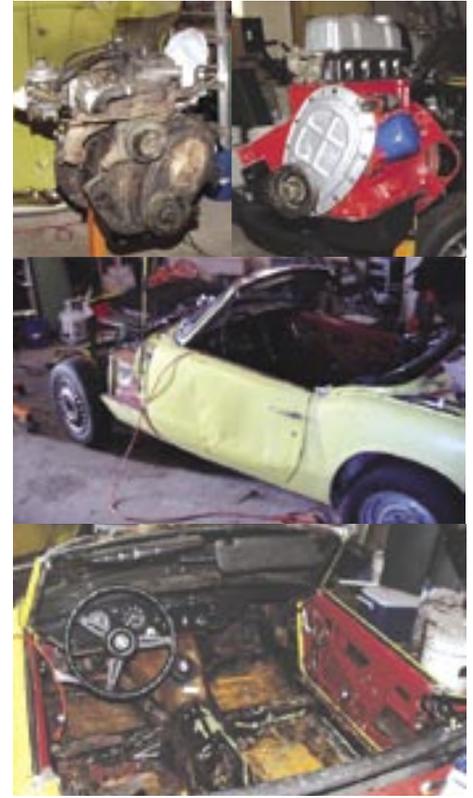
Thanks to *Spitfire & GT6 magazine*, the Spitfire & GT6 community will know that there's one Spitfire out to triumph over the sultry streets of Manila. ♦

Project Car, 1970 Triumph Spitfire Mk III

By Brian Bushong, Michigan, USA

It started with wanting a Fiat Spider, rotting out and not running, luckily some people have unrealistic ideas of what things are worth, or I do. That is how my little car bug got started a fixer upper on the side of the road with to big of a price tag. A call to my wife's uncle, who is a MG man, told me to put that Italian trash out of my mind and start looking for a British car. So it started, looking in e-bay, cruising the Internet, and then I stumbled across triumphspitfire.com. Wow what a wonderful website I thought, and look they have a classified ad site, I clicked and stated looking, well there was an ad for a 1970 Spitfire Mark 3 in Michigan, it was a project car (affordable) and close. A quick e-mail and phone call and I was on my way to Ann-Arbor, borrowed trailer in tow. I met up with the owner, a second year U of M student, and we walked around her and got a basic background. The car was

previously owned by his dad and they both enjoyed it greatly and really did not want to part with it, but with school a lack of a proper place to work on it and such, he just had to let her go. Now it was a little rough, yellow paint peeling to reveal the original red paint job, not running, interior so-so and a flat, but I knew it was a gem. So a deal was struck and the car was towed to Gaylord and has started a rebuild. So far the motor has been pulled, gone through and re-painted. While the motor was out I took the time to replace some bushings on the front end, new steering boots and to repaint the front frame and firewall area. Now I am ready to put the motor back in and start the interior then paint. With any luck I will have her ready for the road when the snow melts. Thanks to unrealistic Italian car owners, Uncle Phil and Jeremy from Ann Arbor, now I have the British car bug! ♦





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We've got a thing going on...

**By Jeff McNeal,
Temecula, California, USA**

My fascination with Triumph Spitfires began in 1967, when I was taken for a ride by my sister in her brand new Mk3 that she purchased at Cole Motors in San Bruno, just South of San Francisco. I grew up in Pasadena, and was driven around up until then in my parent's second-hand Chevy's and Buick's, this was my first experience not only with riding in a convertible, but a real, genuine, ground-hugging sports car as well.

The backdrop of San Francisco made the impact of riding in the Spitfire all the more memorable. Driving across the Golden Gate bridge, hunkered down, sitting sideways on the little shelf behind the seats, freezing in the fog until we finally found the sunshine at

the public swimming pool over in Marin... Eating submarine sandwiches while parked overlooking the Bay... Driving up to feed bread to the Buffalo herd that at the time, inhabited Golden Gate Park...

My sister's Signal Red Mk3 had the wire wheel, heater and AM radio options. Hard to believe that a heater would be optional then, but it was! The rest was typical dealer stock, but the entire car seemed very exotic to me. The bucket seats, the flick over top, the forward tilting bonnet, dual carbs... low to the ground profile. Incredible! You have to remember, I was used to floor vents, bench seats, metal dashboards, the dusty smell of old textile upholstery and no safety belts!

I remember gazing with fascination at the reflection of buildings and trees off the glass in the large center cluster speedometer and tachometer as we drove through the city. I'd never even seen a tachometer until then, and I was fascinated watching that needle bounce up and down all over the dial.

The overall feeling I had was a mixture of wonder, awe and exhilaration. The French Walnut dash fascia added a touch of luxury to this amazing car that had such unbelievable leg room. Sitting so low to the ground made me feel like we were driving 100 miles an hour when in reality, we were probably only doing 50. I was able to appreciate all of these sensations, despite the fact that I was just seven-years-old at the time.

By the time I got my driver's license nine years later in 1976, my sister was married, living back in Southern California and ready to sell her well-maintained Spitfire to her kid brother and buy something new to drive. Her first car then became my first car in exchange for \$300. I was the envy of most of the guys I went to school with, and loved driving that car around. The girls thought it was cute, the guys thought it was cool, and they were both right.

The car was not without problems, however... With about 54k on the engine and drive train, a new clutch was needed immediately upon purchase. Not realizing the

fragility of the gearbox, I drove the car hard, influenced by those James Bond movies that I enjoyed so much. Following the screening of one of those films, I spun out while taking a corner too aggressively one evening. No damage, no accident, just a good scare. But I learned – the hard way – about the wheel tuck and gross over steer inherent in those early Spitfires.

Before long, the car was in the shop getting a transmission rebuild. \$900 may not seem like a lot now (well, yeah it is), but when you're seventeen-years-old and working part time minimum wage, it's a killer. My thrills were short lived after the rebuild, when I lost my right front wheel due to worn splines as I was whizzing down a freeway offramp at 60 MPH heading to visit an old high school chum up at Stanford.

To make a long story short, I intentionally severed the brake line afterwards to prevent the knock-off from unscrewing and the wheel falling off every time I applied the brakes. I was unsuccessful in preventing a tiny brake fluid leak OR finding a replacement brake line before having to drive back to L.A. during a heavy rainstorm that followed me on my 400 miles home with nothing but the handbrake to slow and stop the car. By the time I rolled into the driveway, I was a nervous wreck. But somehow the car and I both survived.

I learned a lot about Spitfires during almost three years of ownership. I learned (the hard way) never to use DOT 3 hydraulic fluids (even a tiny bit). I learned how to rebuild clutch and brake master cylinders and slave cylinders and calipers as a result.

Shortly after leaving home in the summer of 1978 to take a job in Monterey, CA, two unfortunate events occurred. Someone bashed my bonnet near the right hand headlight in a supermarket parking lot, doing significant body damage, which I could not afford to repair – and neither could they apparently – as they didn't bother to leave a note. Then, the synchros on my recently (and expensively) rebuilt transmission started to fail again – and I reluctantly decided to leave the car where it was and part with it when it was time for me to move again for a new job down the coast. I simply couldn't afford to keep it anymore, so I asked a friend to sell it for me, which I did under duress, for the price of \$200. I was distracted with

building my career fortunately, and seldom thought of the Spitfire again. At least on a conscious level.

Off and on during the ensuing decades, I dreamed more than once about finding my beloved Spitfire under a tarp in a back yard somewhere, waiting for me to restore it. I was always so elated to find my car again, only to wake up feeling very disappointed that was only a dream. I'd bought and sold about 15 cars since my Spitfire, and while I was driving down the road in the New Beetle Turbo that my wife and I had just purchased in late 1999, I was reminded of how fun driving used to be. That brought back memories of my Spitfire, and at that moment, I decided that I would try to find another one. It hadn't ever occurred to me before then why I shouldn't find another one. So just before my 40th birthday, I took action.

I had also owned a beautiful '59 MGA that I sold shortly after a cosmetic restoration in 1980. I only had it for a year, but it's the car I met my future wife with, so when I started looking at ads for Spitfires, I looked at MGA's too. Whoa!! Those MGA's had gotten QUITE pricey, but I was pleasantly surprised that Spitfires, while still rare, were generally still affordable. In most cases, downright affordable.

Convincing my wife that the restoration would make a good father-son project, the search began in earnest and culminated with the purchase of a right hand drive 1967 Mk3 that was being sold in Chicago. According to the seller, the car was brought back by him from England after his stint in the service. It had been garaged with only about 8k put on the vehicle over the last 20 years, only used for brief driving during the summer months. He was the second owner. While there was some rust, I was assured that it was minor.

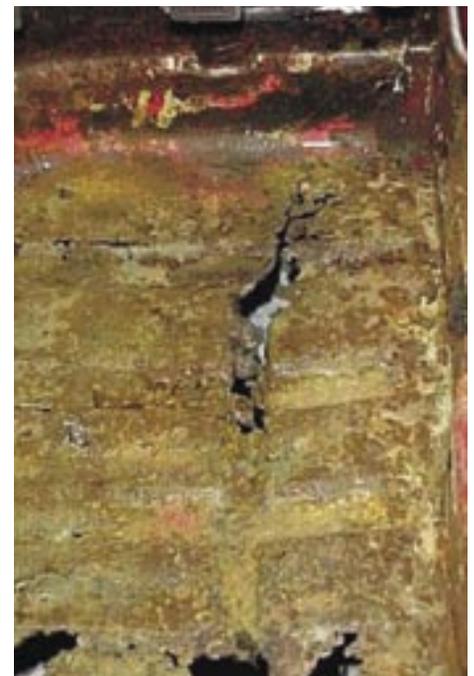
I paid an online "auto inspection" service to check out the vehicle for me, and gave the moonlighting insurance adjuster assigned to the task of checking the car specific instructions about where to check for rust. "It's as solid as can be, and the engine is clean enough to eat off of" he said in a phone conversation prior to his written report a few days later. While the engine compartment was reasonably clean, with the usual bulkhead shelf rot due to leaking DOT 4

somewhere along the way, the foot wells were a mess and severely rust damaged.

Not one to give up on a dream, I spent considerable time and energy getting this car roadworthy again, and it wasn't easy. The brake calipers were corroded, the pistons scored and seized. The rubber was either non-existent or severely rotted. Spiders took up residence in the wheels. The tires wouldn't hold air. There was much more rust than I'd expected, with rust in every major body panel except the doors, one of which my daughter accidentally fell into, rump first, when she lost her footing exiting our Ford Explorer parked next to the Spitfire in our garage. I repaired the foot wells



Rusty floor on delivery

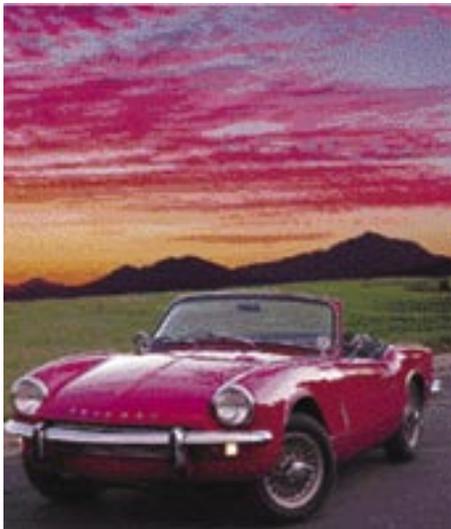


FEATURE STORY

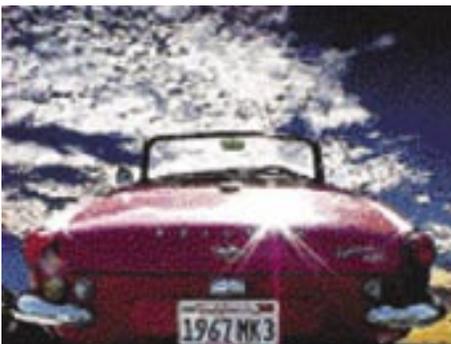
with fiberglass and restored the interior of the car with new wood, seats, door panels and carpeting. I also experimented with a do-it-yourself Quad Keihin carb setup that I assembled based on the concept shown by PRI. I “accidentally” found a donor tub that I had intended to convert to right hand drive tub in order to use all the running gear from my RHD Spitfire, all of which seemed in pretty good working order. The original idea here was to convert the donor tub and scrap the original, rusty tub.



Above: Repaired and painted floors in Mrs. Jones #1



Mrs. Jones #1, Red '67 Mk3 RHD finished & looking beautiful.



I later decided against parting out the RHD vehicle after all, because that would have meant destroying one Spitfire to rescue another and that began to bother me. So, I sold the RHD example, as-is, with full disclosure regarding the state of the coachwork on eBay. The beautiful new interior, plus the novelty of an authentic RHD brought a much higher closing bid than I expected – from a Pennsylvania doctor – and the proceeds were re-invested into purchasing the many parts needed to restore the 1968 tub and mostly restored rolling chassis that I had acquired for \$300 (delivered no less!), via a third party, from someone in Arizona that had given up partway through their restoration, and left the car to (slowly) rot in the desert sun for 12 or more years.

Fortunately, because of where the vehicle had been abandoned more or less (the sun belt as opposed to the rust belt where former my RHD came from), a little surface rust was all there was to deal with, and not a single panel on the entire vehicle had to be replaced with the exception of the battery box, which had a small hole that I could have repaired (and later did for practice). Even the floors were solid as can be. I did purchase and install a new steel battery box, however.

After careful thought, including the evaluation of my fledgling MIG welding skills (or lack thereof), I decided that it would be senseless to hack up and risk welding a perfectly good LHD tub, so I left it alone and set out to clean it up and make it work as-is.

For three years, beginning in the summer of 2000, I worked off and on restoring that tub, which had a badly damaged rear valance and passenger door, but was otherwise fairly straight. It did have a few small nose dings, curb creases in the sills, etc. I had never done bodywork prior to this, and was very intimidated by it, but a local Spitfire owner who had undertaken his own restoration mentored me in the sandblasting, sheet metal bumping, filler and primer application.

To my surprise and amazement, after about twelve hours of banging on the rear valance (which really was in a sorrowful state), I had it back in nearly original shape. My goal was to use as little body filler as possible and this was attained, by taking my time and improvising specialized tools whenever necessary to work the tight, or otherwise



Donor tub



inaccessible spots that needed attention. An oversized, old horse shoe, carved blocks of wood, broom handles, a 5lb lead hammer and other strange objects, in addition to traditional body working tools, came into play to help “coax” the metal back into shape. It was a tremendous learning experience. Of course, the tendonitis I developed as a result took a long time to subside, but what the heck. The end result was well worth it.

By September, 2003, the tub was ready for paint, the newly purchased engine and overdrive gearbox from a '72 MkIV were both professionally rebuilt, with significant mods to the engine. While the tub was off at the shop getting a professional two-stage urethane paint job, I fitted the engine and transmission to the restored frame.

To insure that rust never becomes a problem again, three coats of POR 15 were applied from the foot wells all the way back up to the top of the rear valance and everywhere between. It was applied to the inside of the new battery box that I welded in as well. To protect the new paint, DOT 5 hydraulic fluids were part of my re-design spec from day one.

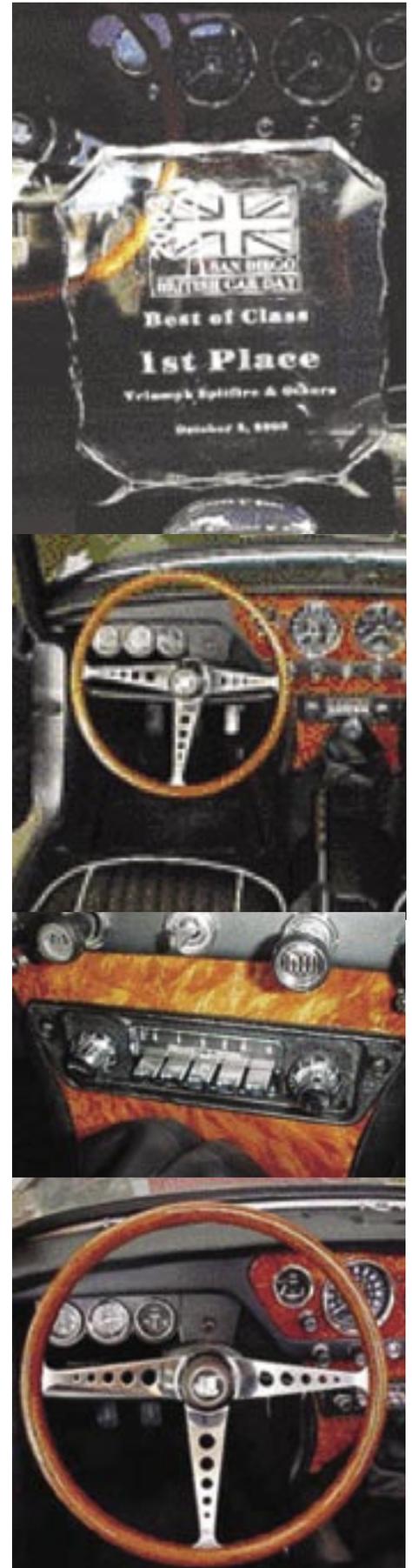
While I understand and admire purists who wish to restore their Triumphs to original factory specs, I decided that this car was going to have to exceed those original specifications in order to satisfy my own desires, and make all the time, effort and expense I incurred worthwhile from a personal standpoint. I never intended to build a show car, but the show crowds seem to enjoy it. Nobody was more surprised than I was when I was awarded First Place Best in Category at San Diego British Car Day – and won again the following year (2004). I was, and remain, humbled and honored at the distinction.

At Triumphfest in Riverside, I was told that my car scored highest in every judging category, and only lost points because my (non-existent) top was not up and my boot lid was not open during the judging. I joked with the judge that my boot lid was closed for a very good reason. My lunch was in there! So it was Gold, instead of a Gold Plus award at the Funcourse event, which is more than I ever wanted or expected. I honestly wouldn't care if I won another award. That's not why I rebuilt this car. If other people appreciate it, that's wonderful and I'm grateful for the recognition, but the only person I really set out to please was myself.

Like I said, it was never about the shows or showing off. I just wanted to create a car that I felt good about owning and driving that reflects my personal taste. Instead of vinyl seat covers, I used full leather for the seats but stayed true to the original design, right down to the white piping, on both the seats and armrest, which is also leather. I love the look of the originals and didn't want to change that aspect. Of course items like tunnel covers, knee bolsters and armrests were not fitted to Mk3's originally (the last of the 1970 Mk3's sported knee bolsters), but I liked the added dimension of luxury they bring to the cockpit, so these were included.

Another custom touch to the interior is the AM Bendix-manufactured Triumph radio, just like the one I had discarded from my original Spitfire all those years ago. I sent the radio to a specialist in Florida who transformed it with new internal electronics, yet retaining the functions of the tone adjustment and pushbutton tuning, so that now it is an AM/FM stereo unit with an auxiliary input for an MP3 player and a line level output to drive an additional speaker amplifier or powered subwoofer. A pair of Advent indoor/outdoor 3-way box speakers provides the sounds from behind the seats. This “stealth audio” setup is perfect for enjoying modern sounds without tempting modern thieves. Very few want to bother with stealing what appears to be an “old AM radio”

I found a worn, but solid Triumph Formula wood wheel on eBay, and shipped it off to an automotive wood dash restoration specialist with the instruction to restore it, but also to create a dash fascia in a wood veneer that would compliment the color of the wheel, not clash with it. In my RHD Spitfire, I chose Tiger Maple, which I also used to adorn the dash support and a custom glove box door, and it was gorgeous. But it clashed with the factory option wood wheel, so at the time I fitted a leather wrapped Formula wheel from a GT6 Mk1, which looked right, but felt wrong. Lousy grip for one thing. This time around, I decided to go with a rare Red Maple Burl for the fascia and dash support, which compliments the restored Formula wheel beautifully and adds a real touch of elegance to the classically styled instruments. I would never dream of using newer style gauges.



FEATURE STORY

I installed a Keihin quad motorcycle carburetor setup with some help from a generous member of the Totally Triumph Network (thanks, Carter Shore!) and after the installation, I experimented with the jetting until I was satisfied with the output. I'm pretty sure that a dyno shop with a talented technician will be able to squeeze even more power from the setup and once the engine has a few more miles on it that will be my next stop. Getting the Keihins professionally dialed in.

The engine, besides the lightened flywheel purchased from Chris Cancelli at PRI, benefited from the installation of a hotter cam, exceeding the specs of an original small journal Mk3 cam, was purchased from Ted Schumacher at TSI Automotive.

The connecting rods were balanced, the lifters were Parkerized and dual valve springs fitted to the shaved, ported and polished head, which was milled to increase compression from the original 7.5:1 ratio to approximately 9.3:1. I wanted to be able to stick with pump gas and the object of the engine mods was never to build a street rocket – just a dependable long-lasting engine that could keep up with modern traffic. Hardened valve seats were fitted, along larger inlet and exhaust valves, .020 over pistons, and a Pertronix electronic ignition module. ARP bolts were used for the con rods, flywheel and head studs. The entire assembly was balanced during the rebuild. Ceramic coated Bell stainless 4-2-1 headers were fitted to a stainless steel exhaust. The engine builder assured me that that I should be able to run up to 7000 RPM while going through the gears without blowing apart the engine and that's all I wanted. So far, so good, but a rev limiter is on the shopping list, since reaching redline happens a lot faster now due to the various engine enhancements.

The transmission is a full-synchro, rebuilt 3-rail from the same MkIV that the engine came from, fitted with a fully rebuilt D-type overdrive, which works great and makes driving a lot more enjoyable. I toyed with the idea of a Ford 5-speed conversion, but decided to wait until the transmission or overdrive unit fails before considering that option again. There's something I really like about the "old school" electronic overdrive. Redline MTL synthetic fluids are used in the gearbox/overdrive combo and also the 4.11 differential.



Mrs. Jones





The suspension, other than sporting one of Joe Curry's camber compensators in the back, is stock. New rubber bushings and stock shocks cushion the road. However, I do plan on fitting a set of Koni's or something comparable at a later time to improve handling. I've had Koni's on my other cars before and trust them.

The Lucas PL-700 headlamps are the genuine vintage article. Forget about those "exact reproductions" that certain British car vendors are selling both in catalogs and eBay. They are vastly inferior, which is a nice way of saying they are not worth the money. I tried them and their high beams are atrocious, due to the poor optical quality of the lens and reflectors found on the repros. If you want to light up the treetops, get the repros. If you want to light up the road, find a set of clean originals.

My tripod PL-700's are fitted with 65/55 quartz-halogen H4 lamps that light up the road with the precision, brightness and clarity that you would expect from a high end European spec lamp. For the rear, I opted to use the same light fixtures as the back up lights, but with amber glass lenses for the turn signals. This cleans up the

cluttered look from the original larger turn signal lenses (no doubt mandated by DOT standards at the time), that required larger fixtures and rubber plinths.

The tail lamps are the rare version fitted near the end of the Spitfire Mk3 and GT6+ production run, featuring an improved reflector design that does away with the internal metal reflector thus allowing the entire lens to illuminate.

The hood cover was found as a never before fitted, NOS piece, as well as the tonneau cover which has yet to be used. The tonneau, along with an original AMCO top with zip out rear window, are still in their respective original boxes, because I have no intention of ever driving this car with the top fitted. Living in Southern California, we can generally get away with that sort of thing. Not always, but usually. I'm actually contemplating having the soft top fitted, if I can find someone in my area that can do a great job of it once I get around to restoring the folding top frame.

Basically, every component on this car was fully restored, rebuilt or fitted as NOS. I restored many aspects of the car myself, in-

cluding the instrumentation, but some items were just better left to professionals. The wiring harness was procured from British Wiring in Illinois and much of the running gear (lights, carpeting, interior panels, seat foams, small bits, etc.) were sourced from either Spitbits or Victoria British. The idea was to do the work once, and do it right the first time. The same local upholsterer who restored my dash top also applied the same vinyl trim to the dashboard.

In the engine compartment, everything that's painted black was first media blasted to bare metal, primed and either spray painted with black Hammerite or powder coated in semi-gloss black. Headlamp buckets, M/C brackets, radiator brackets, etc. were all done this way. All the chrome bits are original equipment, that were triple chrome plated. I also had original AMCO fore and aft GT6 bumper bars re-chromed but decided not to fit them for aesthetic reasons.

Since the restoration, I've only managed to put less than 1,700 miles on the car so far, but every outing is a real treat and I love the looks and conversation with strangers that driving this vintage sports car attracts. You can be certain that I won't be selling this car under duress the way I did with my first Spitfire Mk3. I specially outfitted our new garage with all the amenities I need to keep my second incarnation of "Mrs. Jones" looking and running great for years to come. The car was nicknamed Mrs. Jones by my wife, after she wryly observed all the time I was spending in the garage working on the restorations.

For those not already familiar with The Totally Triumph Network, it is a discussion forum catering to Triumph automobile enthusiasts that I created in September of 2000 and continue to maintain. We have over 1,350 members world wide, and would love to welcome anyone else who would like to join our discussions. You can find it, along with a 280+ page book that I wrote detailing the restoration of my two most recent Spitfires at www.TotallyTriumph.net. ♦



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Cursed or Crazy?

by Terry Kahl, Pennsylvania, USA

I acquired my first Spitfire back in the mid 70's when muscle cars were popular and the need for a car became a priority after my then current car expired. I was just out of high school, holding down a full time job and required a vehicle that was neither expensive to purchase or drive. While passing a local Volkswagen dealership I noticed this cool little car, I turned around and went back to see what it was. The car was a 1974 Triumph Spitfire, the color, British racing green. My very first car had been a Triumph TR4, but this Spitfire looked sleeker, faster and my girlfriend thought it was neat too. I took my parents to see the car and they were less than impressed, but after a great deal of debate the Spitfire was mine.

The next few years were great, the car seemed to go forever on a tank of gas, and everyone liked the looks of the car and thought it was cool. I used the car to get to work and just about anything else you could imagine. While pulling out of a pizza shop one day on my lunch break, I collided with a box truck head on causing a huge dent in the center of the bonnet, I was devastated. The following weekend I went to the nearest Triumph dealership to get a price on a bonnet. Upon arrival I went to the parts counter and told the gentleman what I was there for. The man came out from behind the counter with a stool and told me I might want to sit down before he gave me a price. After looking through his parts book he gave me a quote of approximately fifteen hundred dollars. I knew I could never afford that so I started shopping for another car. I traded the car in on my first new car and received five hundred dollars for it.

The years passed and one day (some 15 years later) while on my way home from working out of town an accident closed my planned route and I was forced to find an alternate route. While passing through a small town I noticed a nice looking burgundy Spitfire for sale at a service station. The rest of the way home that Spitfire was all I could think about. The



READER'S STORY

very next day I drove back to the station to check out the car. After speaking to the station owner I learned he also owned the Spitfire. We talked in great detail and I told him I really wanted the car. After some financial juggling I picked the Spitfire Mk3 up the following week.

The year 2002, life was great I finally had a second car, a 1969 Spitfire that I could put in the garage; I would not have to drive it to work. I drove the car everywhere for the first three days and on the fourth day while heading home through a small college town, a car ahead of me made a sudden stop, as did I, but the car behind me rear ended my Spitfire driving me into the car ahead of me. With damage to the front and rear of the car, I had to deal with the insurance company, after some six months they would only agree to pay for about half the repair cost. The car sat in the garage because of costs and not knowing where to get parts.

Four years passed and I managed to get the Spitfire back on the road again. I should mention that each time I put her back on the road in better condition than she went off. The Spitfire was looking great, mechanically sound and a real head turner so I decided to take it to a car show in Lewes Delaware. I worked all week in the evenings getting it ready to go to the show, while driving through that college town I mentioned earlier I stopped at a red light and you probably guessed it already was rear end once again. This time the car was repaired in a couple of weeks. I drove the car when ever possible and the weather permitted. About three months passed when a van drifted in to the rear of my car causing it to be repaired again taking about a month.

The year 2003, life is once again good, I have been showing my car at every opportunity and have even placed in my class a few times. While on a pleasure drive in June, a car coming in the opposite direction than I was traveling made a left turn into the path of my car destroying the bonnet and many front end parts. Once again the car goes to the shop is repaired and back on the road in a couple of months.



The year 2004, The Spitfire is looking and running great, life is good. I receive word that I will be laid off from work for a couple of weeks, so I decided to detail the firewall and suspension. Three months later my car is finally done only three days before my first little British car show. The car show season comes to an end after attending some nine shows, while placing in my class at six of them.

The year 2005, who knows what the year will bring, but for now life is good. Since I bought this car I have been rear ended four times and had one front end collision and not one of them has been my fault. So am I cursed or crazy, maybe both I really can't say. I know that I have met some of the nicest people that anyone could ever imagine, I have had some of the best times of my life all because of this little car they call the Spitfire. ♦

Memories of '68

by Ted Schumacher, TSI, Ohio, USA

Harper Vally PTA, Mrs. Robinson, and wood steering wheels! What is the common bond?



All are songs? No! How about a common theme? How does a wood steering wheel relate to “my mother socked it to the Harper Valley PTA” or Dustin Hoffman having a “meeting” with Mrs. Robinson? They are all part of 1968.

1968 marked a change in movie themes, song material and the beginning of the end of the British sports car industry as we knew it. Government involvement in the auto industry took a quantum jump. New laws for basic emission controls, anti-theft protection and safety issues were in place. Our cars had to have side marker lights, mirrors in prescribed locations, wiper blade coverage, padded dash boards, no knock-off ears for wire wheel and collapsible steering columns.

Let’s look at the some of these new “protect us from ourselves” vehicle laws. The emission laws were still realistic (California had not yet dictated what the rest of us would have to endure). MG’s met emission standards by going the air pump route. These were used on Sprite’s, Midget’s and MGB/MGC. The air pump injected a shot of outside air into the exhaust side of the head. This fresh air mixed with any unburned gas and ignited. This kept unburned gases from exiting out the tailpipe. It also caused a backfire. To this day we still have questions about “why does my car backfire when I change gears”? The air pump simply injected fresh air on throttle overrun. Over-run being the moment you have released the gas pedal but there is still fuel going into the combustion chamber. A fairly simple system with only an air pump, air injection tubes to carry the air to the cylinders, a diverter valve to keep the air pump from building up too much pressure and a one way valve to keep the air from going back to the pump. This system did not hinder performance to any appreciable degree. A lot of people thought it did but you

only lost minimal power needed to drive the air pump via a belt and gained a few pounds of extra weight. Triumph got by without the use of air pumps. This was accomplished by going to a single carb on Spitfires, Zenith Stromberg carbs on GT6/TR6 and vacuum retard distributors. Triumph kept this system until 1975. TR finally had to go the air pump route in 1975.

Anti-theft consisted of ignition/steering column locks, the introduction of what was to become a standardized VIN number system and VIN numbers having to be visible through the windshield. Igniton switches/steering column locks were mounted to the steering column with a fiendish device called a “shear” bolt. When these bolts were tightened at the factory the bolt head broke off when the wrench reached a certain torque. The idea was to keep a would-be thief from hot wiring the ignition, unbolting the column lock and driving away. (It also makes it a real pain if you ever need to change the column lock)

Now you’ve seen the ‘68 emission and anti-theft procedures. Now to the death of the wooden steering wheel. Or “safety standard stupidities”! 1968 brought about the federally mandated safety standards. Now there is nothing wrong with being safe. Seat belts work. Trust me. Over the years I’ve crashed enough racecars to know. It’s some of some of the other mandates that borderd on the ludicrous. The government decided where the mirrors had to go - made no difference if they were useable or not. This same mentality dictated 3 windshield wipers on MG’s. Someone decided that X percentage of the windshield should be covered by the wipers. Since MG’s had a fairly low windshield, the cars wound up with 3 small wipers to meet this regulation. How about this one? It was determined that knock-off wings for wire wheel were “winged projectiles that could be injurious to a pedestrian”. Come on - if the pedestrian is close enough to be injured by the knock-off wings, his foot has already been runover.

As promised, the wooden steering wheel. Wooden steering wheels had always been a very popular accessory. Manufacturer’s such as Nardi, Les Liston and several others all made very attractive wheels. Wood wheels were available through the manufacturers as well as the aftermarket. As an example, in 1967 MG offered an MGB/GT “Special”. This was a package we purchased from the MG and installed ourselves. Sometimes it would be used to enhance a car - read this “extra \$\$” - or to dress up a real dog and make it saleable. The package consisted of some AMCO accessories - center console, front and rear overrider guards, 2 fender badges proclaiming “Special” and a wood steering wheel. The following

year one of the safety standards was a collapsible steering column. Triumph already had a steering column that qualified. All TR4’s, Spitfires and GT6’s had a steering column that could be extended. This extension joint qualified as a collapsible column. MG did not have a similar system so the entire steering column was redesigned. MG used a wire mesh, similar to a chain link fence design. In the case of an accident, the impact pressure on the steering wheel would deflect the mesh. Unfortunately once the mesh was distorted, it could not be returned to its original condition. Ergo, you pitched the steering column. An expensive proposition. This became an area of concern for our service department. Steering wheel removal/installation requires a certain amount of strain being placed on the steering column. A slip and you collapsed the column. This was not a cost that we were willing to absorb. Hence, no more wooden wheels installed at the dealership!

1968 really did mark the beginning of the end. With no R&D funds and ever increasing US federal standards in all areas of the automobile. The word was already spreading that convertibles would be finished by 1975. This led to the TR7 coupe along with the Mazda RX7. Increasing pressure from “CARB” - California Air Resources Board - had British Leyland making a Federal spec car and a California spec car. Incredibly expensive for a shrinking market. And it all began with no more wood steering wheels.

Next time, let’s go to the ‘70’s! ♦



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HISTORY LESSON

Spitfire Mk3

Production of the Spitfire Mk3 started in the beginning of 1967, but the model was not available for sale to the public until March. This allowed time for the units to move through the supply chain and be positioned for sale when the announcements were released.

Two major changes took place in the new Mk3, both involving the bonnet, on top and underneath it. The front bumper was raised 9 inches (230mm) due to new US safety legislation. This gave the Mk3 the "Bone in the Mouth" or "Big Smile" appearance. The rear bumpers were also raised and the chrome overriders were removed.

Under the bonnet was a new powerplant, a 1296cc engine, similar to the engine of the 1300FWD Saloon released by Standard-Triumph in 1965. This engine was an enhancement of the original 1147cc, achieved by way of a larger cylinder bore. The head of the 1296cc now sported an eight port design that was similar to the eight port design used on the 1964 racing Spitfires, although not identical.

The twin 1¼" SU's were retained but the intake and exhaust manifolds were now cast iron. The tubular design of the Mk2 had been scrapped for being too expensive to produce. These modifications gave the early mk3's a quoted peak power of 75bhp @ 6000rpm's.

The Spitfire Mk3 started with a new numbering series, FD1. A less noticed change was that these cars were set up with negative earth (negative electrical ground). A new soft top was fitted, that allowed faster fold-up and down. The days of the entirely removed soft top were gone. The top latches were the same as the Herald convertibles until after FD13980, when a lever type catch was added, and a matching keyhole was added to the windscreen cap. Early Mk3's sported the same windscreen wipers as the Mk2, but were changed after FD30784, which moved them farther apart. Rain gutters on the windscreen had been added on late model Mk2's and continued on the new model.



68 Mk3, owned by Steve Horwood, Ontario, Canada



68 Mk3 1296cc engine



68 Mk3, owned by Steve Horwood, Ontario, Canada



69 Mk3, owned by Larry Sutton, Colorado, USA

The body tub panels did not change, saving costs on retooling for a newer tub. The dash and instrument panels of the Mk3 remained the same as the previous model for the first couple of years, however a dressier walnut veneer was added to the center panel. When the wipers were changed, the dash top was also changed to a finer grain of vinyl. New boot badges dropped the '4' from the Spitfire4 but used the same mounting holes and position as the Mk2.

These new style changes were well accepted by the public, and the Spitfire Mk3 gained higher sales than the competitors Spridget in the marketplace. Minor changes continued throughout the production of the Mk3, creating many different OEM versions. Early Mk3's were equipped with engine valances but after FD16351 engines valances became an optional item, only installed by special order.

The front springs were stiffer, but the rear spring remained the same, despite negative press about the now well-known wheel tuck. Front brakes were upgraded to Girling 14LF Mk3 calipers similar to the 1300FWD Saloons. This upgrade gave a larger braking area with thicker pads. The gearbox and final drive installed in the Mk3 was the same as the Mk2, including the 4.11 ratio. While seat-belt anchor points were installed at the factory, it was up to the main sales agent to install self-belts if they were required. The preferred Stanpart belts were usually installed.

In 1967 *Road & Track magazine* reported achieving 100mph in a US spec Spitfire Mk3, a feat not reached in the British equipped models. 1968 brought about even greater changes, as in January Leyland took over holdings of the BMH and Standard-Triumph creating British-Leyland. Now the competitive models (AH/MG Spridgets) were all owned and managed by the same corporation.

The 100,000th Spitfire produced came off the assembly line in February of 1968. It was a Jasmine Yellow UK model. One noticeable change after the merger appeared at the end of 1968 for only the North American market cars. An entirely new dash/instrument layout was to this model, rather than waiting till the MkIV changeover. Near the end of 1969 another change occurred when an "improvement package" was released for the 1970 Mk3. This package consisted of zip-down rear window in the soft top, a matte black windscreen surround, extra interior padding, a sportier steering wheel, revised reverse lighting, and 4.5 inch steel rims.

The Mk3's were equipped with aluminum grilles but after FD75000 the aluminum grilles were painted black. Then, after FD80521 the aluminum grille was replaced with a black plastic grille. About this time the chrome "T-R-I-U-M-P-H" letters disappeared from the bonnet and boot. On the bonnet, a rectangle badge that displayed "SPITFIRE" was mounted on the lower right side (as you looked at the front on the car). On the boot, a rectangle badge that displayed "TRIUMPH" was mounted in place of the previous styled badge. Also, a rectangle badge that displayed "SPITFIRE" was mounted on each rear wing (fender). Some later 1970 models were also equipped with a roundel style front badge.

US emissions regulations had caused the Mk3 engine to be choked down to 68bhp. October of 1970 was the start of the MkIV on the assembly line, while the Mk3 continued until December of 1970. so for a short while, two models rolled off the line together. By January of 1971 the Mk3 was history and the MkIV was gaining popularity with buyers.

In the next issue: The MkIV hits the market running with even more changes. ♦

Sources: *A Collector's Guide, Triumph Spitfire & GT6-Graham Robson; Triumph Spitfire & GT6, A Guide to Originality-John Thomason*



69 Mk3 boot



Late 70 Mk3 boot



68 Mk3 bonnet



Late 70 Mk3 bonnet



Standard 70 Mk3 dash



Late 70 Mk3 "improved" dash

SPITFIRE MK3 SPECIFICATIONS

Production Dates : January 1967 to December 1970
 Total Built : 65320 Base Price : £810 / \$2235
 Commission Numbers : FD1 to FD92803

ENGINE

Cylinders : 4 in-line
 Bore and Stroke : 73.7 mm / 76 mm (2.9"/3.0")
 Cubic Capacity : 1296 cc / 77.7ci
 Compression Ratio : 9.0:1
 Valve Gear : Overhead (pushrod)
 Valve Clearances : 0.010" (0.25 mm) set cold
 Contact Breaker Gap : 0.015" (0.4 mm)
 Spark Plug Type : Champion N-9Y
 Spark Plug Gap : 0.025" (0.64 mm)
 Firing Order : 1-3-4-2
 Ignition Timing : 6° BTDC
 Carburetion : Twin SU HS2
 Max Power : 75 bhp @ 6000 rpm
 Max Torque : 75 lbft @ 4000 rpm

PERFORMANCE

0-60mph : 14.0 seconds
 Top Speed : 92 mph UK/100mph US
 Standing ¼ mile : 19.4 seconds
 Overall Fuel Consumption : 31.3 mpg (24.3mpg US)
 Touring Fuel Consumption : 47.0 mpg (36.6mpg 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 1¼" 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 or 145/13 radial
 Front Tyre Pressure : 18 psi (c) / 21 psi (r)
 Rear Tyre Pressure : 24 psi (c) / 26 psi (r)
 Front Wheel Alignment : 1/16"-1/8" (1.6-3.2 mm) toe in
 Rear Wheel Alignment : 1/16"-1/8" (1.6-3.2 mm) toe in

DIMENSIONS

Length : 12' 3"
 Wheelbase : 6' 11"
 Width : 4' 10"
 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 : 14 cwt, 1568 lbs, 712kg

CAPACITIES

Fuel Tank : 8½ gallons IMP (10.6USgal), 41 litres
 Engine Oil : 7 pints imp, 4.25 qt 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

Trials & Tribulations of Rebuilding a 1970 Triumph Spitfire Mk3: - BYF 26H

Story & photos by Chris Juniper, Cardiff, Wales

I have owned Spitfires since 1985, my first being a 1977 Tahiti blue example that could best be described as 'somewhat tired'. It had been my dream to own one since I was a schoolboy when I would pop down to the local BL dealership & sit in all the sporty cars there. I never really liked the MG Midget, though I have to confess that I rather liked the MGB GT at one point! As most prospective motorists do at that age I would spend many a happy hour drooling over both car brochures & the real thing. What really impressed me about the Spitfire was that it had a wooden dashboard, overdrive as an option, & generally appeared to be both more luxurious and better styled than the MG Midget. Ten years passed until I owned my first example.

In spite of the very many things wrong with my first one (never buy a car wearing rose-tinted specs) I was hooked. I owned 3 more 1500 Spitfires until I had a major accident in my pride & joy at the time in Belgium in 2000. Afterwards I was amazed that I got out of the wreck with only a broken tooth, a stiff neck & a few bruises. So was everyone else when I had the photos I took developed! While I was OK, the car was a write-off, just twisted metal. There wasn't a single straight panel on the car! My insurance claim paid off & I was left with some cash burning a hole in my pocket. After so many years of owning square tailed 1500 Spitfires I fancied something different - not too different because by then I had accumulated a garage load of spares. I rather fancied an earlier car, which would have the advantage of being tax exempt, whilst being better looking, so I started looking around. I liked the look of the Mk3 with its raised front bumper and more modern roof - not the 'build it yourself' example fitted to the Mk1 & Mk2 cars. I spent several months searching for a car but most of the ones that I went to see were rubbish. I saw many nice examples on eBay, mostly in the USA, but was a bit worried about buying a car at such a long distance, sight unseen. It was while talking to one of our local motor factors that I heard about a car that was no more than 5 miles away, so went to have a look at it. At first glance it was quite impressive with the bodywork & mechanicals done, but very

little else! The vendor had bought it to 'do up', but soon realised that he was out of his depth. He had made a few modifications to the car, such as a brass dashboard and Ford washer bottle. I duly purchased the car in June 2001, and examined it more closely.

I decided that at the least I would need to rewire it & replace the interior. The wiring loom is not quite standard, since I discovered that the car is fitted with an alternator & three reverse lights I have also included an electric washer pump. In some ways starting with a bare interior was a bit of a challenge. I had the seats, sunvisors, dashboard top, a few clocks & very little else! Before starting anything I started with research into my car. I know little of it's past history other than that the original colour was Valencia blue, with new tan trim (which I found on the chassis plate), it had had a body off amateur restoration carried out some time in the 1990's, and the rear body tub & bootlid were from an earlier car. I could also determine from the registration number that it had come from London.

I started my research with the books that I already had, none of which contained much about Mk3 Spitfires or the model I have which is a 1970 'last of the line' example. I found that the 1970 model year cars had a black painted windsreen surround, numberplate & reverse light in a pod, extra padding in the cockpit, and a MkIV type flat steering wheel. After exhausting my books I turned to the Internet for help which has proved invaluable. I found lots of useful information from such sites as triumphspitfire.com & totallytriumph.net where I was able to use the bulletin boards & ask for help & advice, which has really been appreciated. Another excellent source of visual information is eBay. There are many examples of unrestored (& rusty) cars with lots of photos. The parts section has also been very useful, particularly for me since I had nothing to start with. I picked up many ideas and advice from these sites & indeed in the case of eBay, many rare spares, such as the correct seat runners.

Parts came from a variety of sources; - EBAY of

course, autojumbles, car boot sales, local adverts and even from passers by who saw me working on the car & donated parts for it. I also had a big pile of spare parts with the car most of which were unidentifiable at the time. I was lucky to find a secondhand dashboard moulding which was the first part I fitted. I rather objected to forking out £50 for a plastic cover for the dashboard, so I repaired the one I had & glued a sheet of vinyl to it with the aid of a hot air gun. Total cost £5! The new loom was the next part to be fitted together with new original switches and reverse lights. I also installed a set of new carburettors, fuel pipe, fuel pump & 1500 petrol tank. I was able to find a Mk3 overdrive gearbox with ancillaries & this was duly installed before the replacement tunnel cover was screwed down. I was lucky that the trim colour New Tan is unpopular since & was able to purchase new door cards & tank panel at greatly reduced cost. I was unable to find vinyl of the right colour for the quarter trim panels but was able to find a closely matching vinyl paint which took care of that problem. After looking at various cars at shows I decided that black carpet was not for me, so I ordered a set of carpets in light tan. When these arrived I was impressed with the quality, and also that there were gear & hand brake lever gaiters sewn in. I thought about fitting a later period armrest but decided to stick to the original look, & am now glad that I did so.

I recovered the seats myself using a seat cover kit. I was reluctant to purchase replacement seat foams as I have already had experience with replacement seat foams & found that they are too soft & not supportive enough. I had no desire to feel the seat frame when sitting in them. Luckily I was able to refurbish the original seat base foams by glueing patches of upholstery foam to damaged areas. This technique has worked fine (indeed I had to use this on my last car when the replacement foams proved to be of poor quality).

With the carpets, dash & seats installed there were the finishing touches to add. I was able to get a wire spoke wheel from an earlier Mk3 & this was recovered with a tan steering wheel glove. I had already decided that I wanted one of these since I prefer the look. New inertia reel seatbelts were fitted for ease of use, and the original swivelling sunvisors. One of the hardest parts to find was the sunvisor clips, which were later identified as TR6 ones. The locking glovebox was made from plans on Jeff McNeal's excellent website, the lid &



fittings being from a Triumph Herald dashboard. The colour & finish of the wood veneer is a good match for the dashboard. For in car entertainment I originally fitted a period 1970s type with separate preamplifier, but later used a CD/radio player, which fits straight into the dashboard support with no modification. The speakers are hidden from view in custom made pods located in the footwells which provide adequate volume with the roof down but have to compete with the noises coming from the differential & gearbox with the roof raised.

On the exterior side of things there was not nearly as much to do. The most difficult to find was the front valence as steel ones in good condition are rare. An original grill was fitted instead of the chicken mesh one that was on the car when I purchased it. Chrome-work is generally in good condition & is original. I was unsure about the alloy wheels fitted to the car, thinking that they were rather poor copies of the Minilite type, but a visit to the Minilite factory to source the proper wheel nuts & hub caps determined that they are in fact genuine period competition magnesium alloy ones, which were available as a dealer fit option when the car was new! Badgeing is a mixture of new and second hand. I was lucky to find a RAF type front badge at a car boot sale, which is the right one for the model year but was US market only. I understand that the RAF roundel badge fitted to these cars identified the car with the 30th anniversary of the Battle of Britain. The rear badge 'Spitfire4' is one that I wanted & luckily, fits the holes in the boot lid. Both the front & rear badges are screwed down rather than fitted with push fit clips. This is easily done by cutting a 5BA thread in the pins on the back of the badges & using nuts with washers to hold them in place. This way they are unlikely to just fall off!

Mechanically the car is pretty much as found it. I did get rather fed up with distributor problems so have fitted optical electronic ignition. Another modification in the engine bay area was to fit modern halogen headlights with uprated, brighter bulbs. At last I can see where I am going at night. The engine itself is a bit on the tired side due to bore or ring problems in one cylinder, but will do for now. I hope to do something about it during the next winter. I did have to replace the radiator, as the original was more holes than solid! This year I have replaced the steering rack & coupling, together with the trunions & steering swivels, which has made a marked improvement to driving the car.

Yet another idea gleaned from the Internet is the fitting of roundels and squadron markings on the doors. These were made by a local sign-writing firm and are magnetic. They do make the car stand out at shows, particularly with the addition of magnetic bullet holes! The RAF Squadron markings displayed are from 611 Squadron, which flew Spitfires in the Battle of Britain, and also are the car registration letters in reverse. Spooky!

I have thoroughly enjoyed rebuilding the car to my taste, although as with most such restorations it is never really finished is it? There is always something else that needs doing. I would like to get my hardtop finished for the winter months, but somehow it is not an urgent priority. My car has been some years in the making, but it is great fun to drive & always causes a few comments wherever I go; usually along the lines of "I had one of those once..."♦



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Driveline Rebuild Part 2—Rear Wheel Bearings

BY SPITFIRE & GT6 MAGAZINE STAFF

Next on my list of fixes is replacing those rear wheel bearings. Although they are not yet making noise I have no idea when they were last changed... and while I have the whole rear end apart... might as well. Again, cheap insurance.

And as in the u-joint rebuild story I have included reference numbers (#) that correspond to the numbers in the diagram at the bottom of this page.

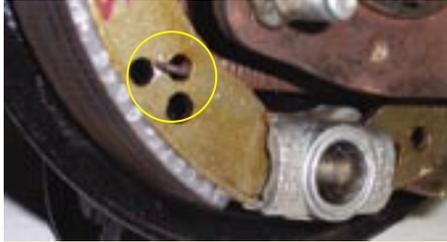
GETTING TO THE BEARINGS



As with the u-joint rebuild article in issue 16 the axles will need to be removed. Remember, you will be pushing hard on your tools... secure the car well! At this point I put penetrating oil on EVERY nut and bolt under there and let it sit for over night.



Once the whole assembly is out begin stripping all the brake components.



Take note of the location that the springs (1) clip to the brake shoes pulling them together.



I marked the parts with D & P (for driver's and passenger's side) and F & R (for front and rear.)



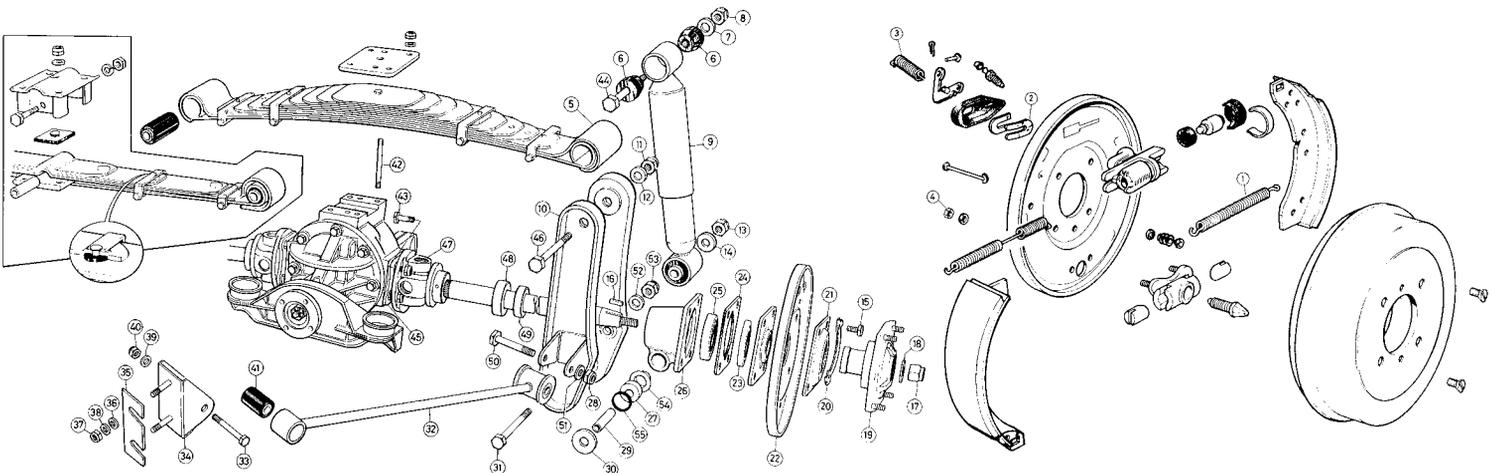
Another awkward removal is the clips (2) holding the wheel cylinder to the plate. Awkward due to the crud that builds up and covers the clips making them difficult to see how to remove. After a good cleaning removal is easy by trial and error. Installation can be equally as tricky. Again note the clips' locations.



Now for the special tool... you will need a hub puller. They are available from Creative Manufacturing (wrrroope@tool.com, 423-274-0505) in the US and at Canley Classics (01676 541360, www.canleyclassics.com) and Triumph Sports Six Club (www.tssc.org.uk) in the UK.



Mount the whole thing into a vise, loosen the big nut (17) few turns and bolt on the hub puller. It is important that you do not take the nut off completely as the puller works with great force and can fly across the room when the hub comes loose. The nut will keep things in place. A 1 1/8 inch socket on a "breaker bar" or even better, an impact wrench can be used to turn the big bolt pushing the hub off the axle.





A view with the hub off.



A close up of the hub (19). Note the key (16) is shown still sitting in the slot.



To remove the backing plate (22) remove the four bolts (15), bolt springs (20) and bearing cover (21).



Under the backing plate is a bearing cover containing outer seal (23). Under that is a paper gasket (24).



The outer bearing (25) is now exposed. With the nut (17) still on axle tap the axle back through the hub with a hammer. Method #2 is to drop the assembly, nut down, onto a forgiving surface, such as a piece of wood. The axle will pop out.



The axle should be free of deep scores or a new axle will need to be used. Also check that the slot that holds the key (16) has no broke places.



The hub contains two bearings: a ball bearing (25) on the outside and a needle bearing (49) with its dust cover (48) on the inside. To remove the outer bearing insert a socket on an extension through the inner bearing and tap it out.



A view with the outer bearing out. The needle bearings (49) are shown.



Now to the inside. The dust shield (48) is shown half way out. A large screwdriver was used to tap it out from the outside. A hack saw can also be used to cut out a stubborn shield out but take care not to cut into the hub.



The inner bearing (49) can be tapped out using the same method as the outer bearing.

With a through cleaning of all the parts and a heavy coat of paint, you are ready for reassembly.

INSTALLING THE BEARINGS:

Bearing Kit



17 axle nut
23 outer seal
25 outer bearing
24 paper gasket
49 needle bearing
48 inner seal

Reinstallaton of bearings is pretty much the reverse of tear-down. Fill the bearings with the same grease that will be used with the hubs. Tap the outer bearing into place.

Since the majority of the rear axle problems are caused by the inner needle bearing, it is critical to get it well greased (if/when it becomes dry, it begins to cut into the axle and left unattended, it will break the axle.) The grease

also has the benefit of holding in the needles during installation. You should not try to tap the needle bearing housing fully into place. This can damage the housing or knock out the needles. Place the hub (19) on the axle and use it to push the bearing into the enough to get the nut on the axle.

this side goes down into bearing first

this side toward center of car (shows when inside housing)



Now remove the hub and axle and tap the inner seal (48) into the bearing housing (26). This seal has an outside and inside and must be put into the housing correctly. The seal should allow grease to come OUT (you want to be able to push "old grease" out with "new grease.") It is a good idea to soak the seal in oil to soften it.

The critical part of this job is the torque on the nut. 120ft/lbs. Any more will crush the bearing and within 200 miles, you will begin hearing that familiar grinding sound. Any less and the bearing will not be pushed back into the proper location in the hub.

Now bolt up everything to the car leaving all major bolts/nuts slightly loose. Lower the car, bounce the suspension (to settle it) and then tighten everything up. This can help keep the car from appearing to have the dreaded "Spit lean".

And don't forget the fill the bearing housing with Multipurpose (axle) Grease as specified by Triumph Service Manuals.

WHILE IT IS APART...

You have spent so much time tearing the whole rear end out of your car you might as well take advantage of the access and replace a few things:

1. Refill the Diff (\$5)

While it is easy to reach why not top it up? Use SAE 80 or 90 EP Hypoid oil with a GL4 rating only NOT GL5. GL5 will "melt" the copper washers in the diff. 80W90 GL1 is another alternative. Try a farm or Tractor Supply stores or boating parts houses.

2. U-joints (about \$28 for both sides)

If you have any of those familiar "click, click, click" especially when turning, change them. For full instructions see issue #16.

3. Brake Shoes (about \$20 for both sides)

While the brakes are apart take a good look at the shoes. Might be a good time to change them. Also, carefully inspect the brake hoses (about \$40 for whole car). Any cracks mean it is a good time to replace them. Think about upgrading to Stainless steel brake lines (about \$80 for whole car). Much better brake feel.

4. Suspension bushings (various prices)

Many of those rubber bushings have seen better days in the past 20-40 years. Mangled ones should be replaced. Polyurethane bushings are also available. Pluses are that they will make for more crisp turning. Negatives are that there will be an increase in road noise. Plus poly bushings are about twice the price of rubber ones.

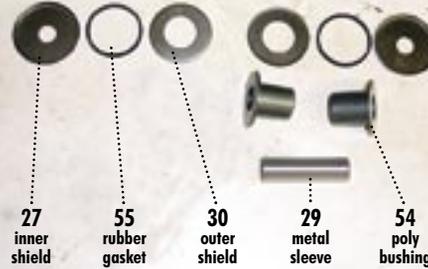
4. Rear trunnions (about \$25 for both sides)

Poor seal design (Lack of weather-proofing) can cause trunnions to rust solid. Often a sagging rear spring is actually a seized trunnion.



INSTALLING THE TRUNNIONS:

Trunnion Kit



27 inner shield
55 rubber gasket
30 outer shield
29 metal sleeve
54 poly bushing

Installation of the trunnions is pretty much straight forward... BUT there are a few things that might arise.

The vertical link (10) is very tight making it difficult to fit the the trunnion between its bars. Spreading them apart with a wooden wedge (scrap wood) will get them apart enough and allow the trunnion in. Check that you can get the bolt though the vertical link and trunnion. Easy now, hard later.

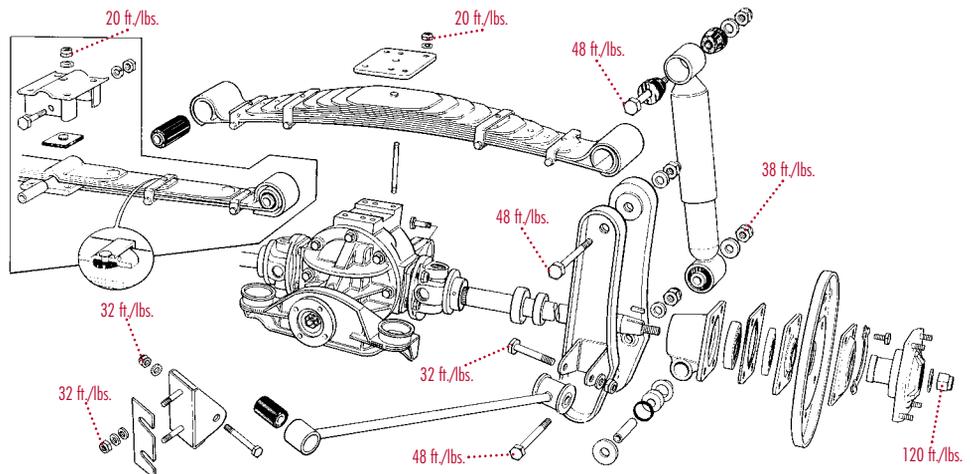


The trunnion bolt (31) that goes through the bearing housing (26) and metal sleeve (29) often rust together making it impossible to get apart. First plan of attack, if this is the case, is to soak all the parts in penetrating oil. This might break things loose.

You may need to cut the bolt using a reciprocating saw fitted with a metal cutting blade. Cut between the inner and outer shields.

To prevent the rusting of the bolt to the sleeve coat the bolt with liberal amounts of anti-seize compound.

TORQUE SPECS.



Next issue

Differential swap and (hopefully) the PRI quad carb/exhaust installation!

Drive Your British Cars!

by Scott G. Helms, Indiana, USA
www.britishcarweek.org

9th Annual British Car Drivers Week!!

British Car Week is an awareness week. It is an annual week intended for all owners of classic British cars to roll their favorite car out of the garage and drive it throughout the streets and byways of their communities. By doing so, it will help spread awareness of these exciting machines of the past, and will in turn help support the clubs and businesses that help support our very fulfilling hobby.

Who knows? By doing so you just might be responsible for sparking the interest of someone who will help carry on the wonderful tradition of pleasurable driving at its finest. All you need is your favorite British car and a twisty road to enjoy every day of this week. The rest will fall into place.....

The 2005 British Car Week will take place from May 28 through June 5, so be sure to mark your calendars. While you're at it, you may also want to notify your British car club(s) so they can be aware of this special event. If your club leaders aren't aware of this annual event, or maybe they don't understand what it's all about, then please let them know that British Car Week is a British car "awareness" week. It's an opportunity for all British car owners to get their cars out of the garage and on the roads in their part of the world at the same time, and show them off to the people who normally don't get the chance to enjoy them. A time to create awareness of an automobile that used to be plentiful on the roads, but are now much less common. It's also a great opportunity to get together with other British car owners in your community, regardless of marque, and display your cars to the general public. I guarantee you'll meet some great people.

There's no mistaking, British cars of the past are becoming more and more special with each passing year for those who are aware of them. Many of those who aren't aware, will soon become much more interested and will become curious to know more about them. Partly because they represent a very interesting and exciting time in automotive history. A time when a body design could be scribbled on a piece of paper straight from the human brain, then brought to life by the bare hands of a skilled panel beater without the use of modern robotics or computers. It would truly be a shame for anyone to miss out on the chance to learn more about these very interesting



**A Show For The Road
 Classic British Motorcars**

machines and how they came into this world. To many people, these cars are a genuine work of art. They are as much fun to drive as they are to step back and take a few moments to appreciate their beauty. In fact, several years ago the Jaguar XKE was entered into the Museum of Modern Art in New York City, and is on permanent display. The Jaguar was the third automobile of the history of the museum to have this honor, and the very first to be permanently displayed there. This would be a sign of appreciation for all British automotive designs of the past.

Very recently I had the opportunity to visit the Chicago Auto Show, representing most of the new models for this next year. The enthusiastic crowd hovering around the new Mini was a sure sign that old designs are very much appreciated today. People of all ages were crawling all over the car, yearning for the chance to sit in the drivers seat. You might say there's no replacement for the original, but there's no mistaking that Sir Alec Issigonis' original design is what makes the new car so enticing. Other than a few standouts, there are no modern car designs that capture my emotions like the British cars of the past.

The old British motoring days of the past are still fresh in the minds of many I guess, and maybe they're slightly taken for granted by those who have been around for a while. But for those who have never had the chance to experience the joys of vintage British automobile motoring, it is an opportunity that will not easily be forgotten. The thrill of seating oneself onto a bargain sized bucket seat and holding onto a truck sized steering wheel in the cockpit of a sporty little car that could be purchased on Wednesday, raced at the track on Sunday, and then driven to work on Monday is a thrill to behold. The sound of the rumbling engine that lets you know that it is a significant part of what you are about to

do. The smell of the hot iron reminds you that something important is taking place under the bonnet. The gages on the facia are doing things that might disturb the casual observer, but they are all a part of a great symphony to the seasoned British car owner. But the best part about these cars is the rive. The roar of the engine, the wind in your hair, the sun on your face, and the landscapes that pass you by. A time to forget about all of your worldly cares and enjoy something that reminds you that life is good. There is nothing timid about these cars, and no one within a reasonable distance can forget they are present.

But if you're looking for a cushy ride, then you've come to the wrong place. There is no GPS in case you get yourself lost, no electric windows in case you're of the faint hearted, and no intermittent windscreen wipers, unless of course you have an electrical problem. The heater always works best during the hottest days of the summer, and the electrics may drive you goofy if you're not careful. Your clothes may smell of exhaust, and in many cases you may have to pull off to the side of the road and turn off the engine in order to listen to the radio. That is, if your car even has a radio.

But be there no mistaking that these treasured automobiles are an extremely exciting pleasure to own and drive, and as time goes on they are becoming less known to the common public. If it weren't for the great efforts of those who get them out on the roads regularly every year, they would become long forgotten by many more. Cheers to those people who keep them on the roads!

So grab your goggles and driving gloves, and be sure to top off your dashpots! It's time to have some fun!

See you on the road... ♦

British Car Day

Story & photos by Greg Hertel

North America's Largest British Car Show
The Toronto Triumph Club's 21st Annual
British Car Day - September 19, 2004

Dr. Samuel Johnson, the prominent Eighteenth-Century English writer, lexicographer and author of the first English dictionary, noted that a man who niavely remarries immediately following the death of his shrewish wife, would be described as someone who believes in, "The triumph of hope over experience."

Spouses of Triumph owners (sorry honey) would argue that the L.B.C. hobby constitutes de facto infidelity within their legal union; A mistress not of flesh and blood, but of late nights in the garage, grease under the fingernails and goofy beaming smiles after clandestine cruises. "I was just going to the grocery store honey. I can't imagine where the last three hours went..."

One wonders if all Triumph owners who have such a deep enthusiasm for their L.B.C.'s, might not identify with Dr. Johnson's observation and consider that ownership of a Triumph is their own, "...triumph of hope over experience"?

Triumph(s), hope and experience were all present at Bronte Creek Provincial Park in Oakville Ontario as The Toronto Triumph Club hosted its annual British Car Day on September 19, 2004. This annual event is the largest one-day gathering of British cars in North America. Over 1250 British cars of all shapes, sizes, conditions and values converged for what has become the crowning jewel of British car events in Canada. The wide selection and diversity of models on display prompted many of the 5000 plus spectators to exclaim as they roamed the endless aisles of classics, "How'd that car get here? They never exported that car to Canada!"

Adjacent to the showfields, sixty-plus vendors hawked their wares. T-shirts, books, magazines, vintage auto print ads, car wax, English sweets, die-cast models, performance enhancers (for cars), F-1 photographs, tools, keyfobs, Minilites and original spares were all in abundance. As well, a couple of sad-looking barn finds were sitting on trailers waiting for passionate restorers to save them. "Is that a Mayfair under all that rust?"

As always, there was a large contingent of Spitfires present. Throughout the day, over 70 models, mostly Mk 1V's and 1500's, came and went. As well, a handful of GT's and a few Mk 1's, II's and III's also appeared. Of all the British sportscars present, Spitfires were the third largest group following MG's (225 plus) and TR's (150 plus).

At the end of the day, the ballots cast by spectators were tabulated and prizes were awarded to the top three models in each of the forty-seven classes. A cheque for \$2000.00 was presented to the Canadian Cancer Society and waves of departing classics commenced as convoys of convertibles and sprinklings of saloons headed for the exits.

Kudos to The Toronto Triumph Club for another exceptionally successful event. Special thanks as well to Environment Canada, the national weather service, who once again provided the perfect end of summer weather.

For information on British Car Day 2005 or The Toronto Triumph Club, check out
www.britishcarday.com &
www.torontotriumph.com ♦



Smallville Spitfire Day

Story & photos by Greg Hertel

Smallville Spitfire Day Lirpa Sloof Provincial Park - April 1, 2005

The first-ever Smallville Spitfire Day took place at Table Rock within the boundaries of Lirpa Sloof Provincial Park on April 1, 2005. The Park, named after a famous Seventeenth-Century Norwegian explorer of Upper Canada, is located on the rugged eastern shores of Lake Ontario, just east of Toronto. The Table Rock location proved to be a perfect venue for the fledgling Smallville Spitfire Club to hold the event.

Over twenty local Spitfire owners from the Smallville area polished up their MkIII's and MkIV's and attended the first British car event of the 2005 season.

The Smallville Spitfire Club, sponsor of the event, held its inaugural meeting in January 2005 where bylaws were drafted, a board of directors appointed and an executive elected. Club president, Louis Gregoire, was dully proud of this first club event and noted, "For a new, small club like ours, we couldn't be happier with the turnout. The turnout may be a bit small, but we expect to have a bigger event next year." Club secretary and lo-

cal vintage sportscar author, Bert Little, echoed Gregoire's sentiments and said, "The Spitfire was never a very big car amongst British car lovers, so it's nice to see so many of them at this small event."

Despite being a cool gray windy day, with rain threatening, the Club members were able to show off their cars to the many interested British car lovers who passed through the park. Refreshments were available nearby and a couple of vendors selling die-cast models of Spitfires, books, and Triumph t-shirts did brisk business.

The high-light of this inaugural event had to be the presence of two very special and well-known Spitfires: ADU 1B, one of the Triumph Competition Department's Le Mans Spitfires, and the Macau Spitfire.

Both cars had throngs of thrilled spectators looking at every detail of their authentic 1960's racing pedigrees. ADU 1B has just undergone a complete ground-up restoration from nothing, and its owner, who discovered the remains of the car in a barn in France five years ago, was thrilled to finally publicly unveil the completed car. The Macau Spitfire, currently owned by Canley Classics, also underwent a



complete restoration in the late 90's and is indeed in fine fettle. Both cars truly embody the racing heritage of Spitfires and the spirit of small British sportscars.

If you're in the vicinity of Smallville next April 1st, be sure to drop by and check out the bigger and better Smallville Spitfire Day. Be sure to bring your little Spitfire and join in the fun. Lirpa Sloof everyone! ♦

Disclaimer: The above story was the creation of our Eastern Canadian correspondent, Greg Hertel, as a Lirpa Sloof to our readers. For those that have not caught on, Lirpa Sloof is April Fools backwards.



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The Spitfire that started a Car Club

Story & photos by Brian Nickerson, Massachusetts, USA



The “lowly” Spit has remarkable powers. In this case, my little 74 1500 started a car club that boasts Bentleys, Rolls Royces, Morgans, pre-war MGs, numerous Jaguars, an AC, an Allard (1), plenty of TVRs, a host of Austin Healys and of course the usual suspects of MGs and Triumphs. It's a pretty heady thing for my lowly Spit to have fathered a club of (presumably) superior vehicles and a club with membership of over 250 enthusiasts. But, my little Spit named “Shelley” does it with aplomb and a whole helluva lot of zest.

OK, how did we get from there to here. Well, it started in 1966 when, shortly after being married and moving to Pennsylvania that our 1960 Chevy Impala convertible needed an engine job. It's either a disappointing statement about American iron in the 60s that an engine job was needed after 6 years or a similar disappointing statement on my driving or that of the Chevy's previous owner. Friend

Sandy Morgan's previous husband and I spent a couple of weeks doing the job and, while the Chevy was out of commission, I borrowed Sandy's early, MKI Triumph Spitfire. Two weeks of having that great car under me made a big impression. However, military service shortly thereafter with all the moving involved, the arrival of two children, civilian career activities (you know the drill) put off doing something about my love for Triumph Spitfires.

Fast forward to 1999. About ready to sell my business and in the process of moving to Cape Cod, I figured I was ready to bring a Spitfire into the stable. I had recently restored a 1949 Cadillac and it was a great experience. It was a great and beautiful car, but the open air, bugs in the teeth thing was missing. In June of 1999, when Hemmings hit the mail box, I saw an ad for a Spitfire that seemed to fit the bill. It wasn't too far away in Warwick, RI, so I figured it was worth the look. I had looked at a few others, but this sounded more “right”. So, I called. Shelley Cunningham answered and I told her about the Hemmings ad. She chuckled and said, “Gee, that was quick! We haven't gotten our copy of Hemmings yet.”

Well, we agreed that I would make the hour drive down to Warwick that afternoon to see the car and meet Shelley and her husband John. We met and hit it off great. Still good friends today, even though they have moved to Florida. In 1999, they were involved with a couple of Jaguars & an E-Type coup and a rare Model 420. They later joined the club

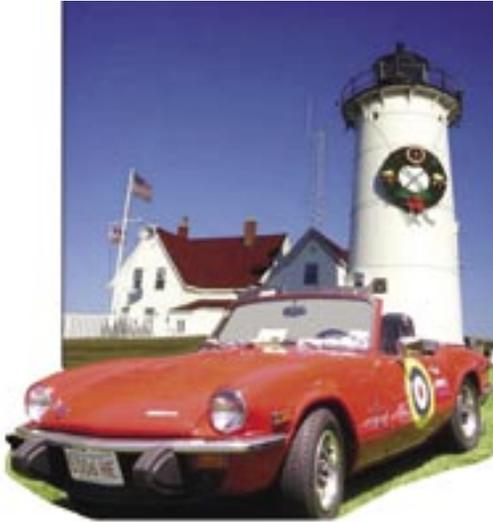
that their Spit had started. They had restored the Spitfire and it was in perfect condition. I agreed that their price was quite fair and they told me that they would bring the car up to me at our former home in Worcester, MA.

Two days later, they rolled in with the car in a brand-new, enclosed trailer. See, Spitfire people are great people. Shortly thereafter, it moved to our new home on Cape Cod and it was a great car for these winding coastal roads along Vineyard Sound and Buzzards Bay. In 2000, with the deal to sell by business pretty much resolved, the New England Triumphs Club, of which I was a member, was looking for a club member to host an event on Memorial Day weekend. I had the time, so I volunteered to do it with an event centered on Cape Cod.

After NET published the event in its newsletter, I got a call out of the blue from Bob Greene. Bob said he had read about the event, was in the process of restoring a TR6 and asked if he could help out in organizing the event. It was a very important call because Bob is one of my closest friends to this day. He also said that another guy he worked with, Kevin Thompson, had a Spitfire and he wanted to help out too.

The NET Memorial Day weekend event turned out great, with a little help from fantastic weather. By the end of the weekend, we had made a number of good friends. It might have been Bob or it might have been Kevin, but one of them said, “Wouldn't it be great to have a Triumph club on Cape Cod so we could have more events like this?” The first time I heard it, I figured it was just talk. The second





Greene gave the club, which we quote from time to time when someone gets a little too serious, “When it stops being fun, I’m outta here.”

We pressed Kevin into service as President (A PERFECT FIT, IT TURNED OUT), Bob agreed to be VP and coordinator of events, Steve was club Secretary and I held onto multiple jobs as Treasurer, Membership Chairman, Webmaster and Newsletter Editor (whew!). Naively, we figured we might get 25-30 members “tops” and have a nice, small club that wouldn’t involve a lot of work. We cobbled together a list of names of people we knew had British cars and a few clubs generously gave us lists of their members on Cape Cod (thanks NET and BMCNE).

time I heard it, my response was, “If you guys are serious, I have the time to do some organizing.” Maybe a little surprised, they both said, “Yeah”.

So that summer, the three of us and another Triumph (GT6) owner, Steve Harris (he invaded our May NET event with a classic 60s Lincoln he also owns) would meet at the British beer Company in Falmouth to plot out our strategy. We decided that it might be more interesting to have a multi-marque British car club versus one for just Triumphs. We figured there couldn’t be that many other Triumphs on the island of Cape Cod. Well, we were somewhat wrong about that, but it really isn’t important. We decided to call it the Cape Cod British Car Club. We came up with a logo (that has morphed over time), a set of bylaws to fool people that we might be real and established a web site through Hemmings, also to fool people to thinking that we might be real. A very important aspect was the mantra Bob

We sent out notices for the first “official” meeting of the club at a central Cape Cod location (Yarmouth) on a Tuesday night in November that turned out to be cold and rainy. Certainly a recipe of disaster, right? Surprisingly, about 40 people braved the weather to show up and, by the end of the meeting, we had more members than we had predicted to be our total membership.

Since then, we have continued to screw up regularly in underestimation. It wasn’t too long that our membership exceeded 100 and it started to become work. We started getting others involved in club activities but, for the first year or so, most of the work fell on the shoulders of the original four. In 2001, we started organizing groups to go to other club events off Cape Cod and more informal events on the Cape. As it turned out, the events were mostly social and spouses and children got involved. No one ever worked it out that way, but the club has remained mostly a social thing and



Shelley Cunningham

one member has described it as being a group of fun-loving people who enjoy each others’ company and, incidentally, own British cars. It is more inclusive that way because the motorheads can continue to be motorheads, but there is the place for the non-motorhead as well.

That spring, one of our typically insane members (it goes with owning British cars) suggested that we hold a more formal event, involving a car show. The insanity was infectious and we decided to have it on Columbus Day weekend, have events on all three days and call it British Legends Weekend. The name of the event was sort of like trying to design a horse and ending up with a camel, but it has stuck and we have become happy with it. As it turned out, this first effort came one month after September 11, 2001 and none of us knew how people would respond to a weekend of fun surrounding British cars. However, we were all geared up for it and commitments were made so we carried through. We can only guess that people were looking for a diversion a month after the horrendous events of 9-11, because over 100 cars showed up and it was a great success. From the Treasurer’s seat, I had told the Club that we had the funds to put on the event, but we should expect the treasury to be depleted at the end of it.



2001 CCBCC Officers



THE CLUB SCENE

Unconscious underestimating again! In fact, our treasury doubled when all the bills were paid and off we went. 2004 saw the fourth annual British Legends Weekend and a number of other clubs have put it into their schedule.

Membership now is over 250 and, with spouses and kids participating, that adds up to more than 400 people who are part of our extended family. We have an annual dinner & dance "Winterfest" party in February, we are the sponsoring club for a number of events put on by other Cape Cod organizations, we have an annual scholarship to a Cape Cod student, we have an annual "Toys for Tots "cruise" in which other car clubs join us, we have a November weekend on Martha's Vineyard that we really don't want others to hear about (Oops) and, of course British Legends Weekend. We hold monthly meetings that people travel a long way to attend (it's probably the beer). In short, Cape Cod British Car Club has exceeded all expectations of its founders. So, one of the morals of the story is not to ask Kevin, Bob, Steve or me to predict the future. This may or may not be a model of how to start a car club, but it does indicate that even fairly poor planning can end up being a success.

Back to the Spitfire that started it all. "Shelley" (named after you-know-who) is doing just great. She was pretty much all restored when I adopted her from the Cunninghams and

she still looks and runs as good as she did in 1999. I've had a few things done, but all very minor. I make sure she gets a good run around Cape Cod roads at least every month, including winter months, and I believe that is an important factor in her condition. We have done a few things to honor her namesake, such as RAF "roundels", a model Spitfire on her bonnet, an aircraft control stick for the shifter, and a leather helmet and white scarf I don when I am feeling particularly silly.

At our last Club annual meeting in May 2004, I became aware of a very low mileage 1992 Jaguar XJS convertible (dhc, I know) that a non-member was motivated to sell at an outrageously low price. Acting quickly, I beat out some of the other members who were "thinking about it". I got rid of the Cadillac, the Ford, the Lincoln and a Porsche, so the Jaguar XJS is now my daily driver.

Although the Jaguar XJS V12 car may not have the best reliability reputation, this one has performed flawlessly and I couldn't be happier. I do enjoy telling the other Jaguar owners in the Club that the XJS is my second favorite car and then telling them that "Shelley", my Spitfire, is my favorite car if they hadn't figured that out already. For others who might ask if the reliability of the XJS bothers me, I respond, "Not a problem, because I have a very reliable Triumph Spitfire as a backup." ♦

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May 15 Virginia, Richmond, Virginia Aviation Museum, British Classic Car Meet, Richmond Triumph Register Gary Kinney- gckinney@aol.com

May 20-22 Pennsylvania, Carlisle, Eastern Spit-Together V, North American Spitfire Squadron wizardz@toad.net

May 21 Ohio, Columbus (Dublin), 21st Annual British Car Show, Buckeye Triumphs & Central Ohio MG Club, 740-363-2203, BRITSatMETRO@aol.com

May 22 California, Dixon, Annual All British Motorcar & Swap Meet, United British Sports Car Club

May 22 Texas, Grapevine, 140 North Main Street, British Emporium British Car & Motorcycle Show, The British Emporium Grapevine, mail@british-emporium.com Please RSVP

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

May 28 Pennsylvania, Fort Washington, The Brits are Back at Hope Lodge, Delaware Valley Triumphs club Steve Klein, klassiccar@aol.com, 610-825-2617

May 28-29 Washington, Tacoma, 7th Annual "Run to the Gorge" Rally/Tour, Puget Sound British Automotive Society, 425-644-7874, ataub@att.net

May 28-June 5 Worldwide, 9th Annual British Car Week Drive Your British Car Week www.britishcarweek.org Scott Helms BritCarWeek@arczip.com

June 4 Alberta Canada, Three Hills, Cruise Night, Vintage Sports Car Club of Calgary, dj.webb@telus.net

June 4 Kentucky, Louisville, Marques on the Green British Sports Car Club of Ky information@britishsportscarclub.com

June 5 Connecticut, Waterford, British by the Sea, Connecticut MG Club mgtd52@comcast.net

June 5 Ohio, Perrysburg, 7th Annual "The British Return to Fort Meigs" British Car Show, Lake Erie British Car Club, Tenntony@worldnet.att.net

June 18 Alberta Canada, Edmonton, Muttart Conservatory, All British Motor Meet, Edmonton Classic Sports Car Club

June 23-25 Missouri, Branson, TRA National Meet, Texas Triumph Register, tom@kingswayrc.com

June 24 - 25 Canada, Ontario, Windsor, British Marques in the Park, Windsor-Detroit MG Club

July 9 Canada, Prince Edward Island, South Rustico, British Car Days Across the Bridge, British Motoring Assn of Prince Edward Island, rtbentle@isn.net; 902-964-3294

July 16-17 Indiana, London (Indiana) to Cincinnati (Ohio), London to Brighton Run/British Car Show, Indiana British Car Union, 317-887-3867, mgdr@quiknet.net

July 23 Washington, Bellevue, 17 Annual All British Field Meet, Puget Sound British Automotive Society, ataub@att.net

July 31 New Jersey, Lakewood, 8th Annual British Car Show, Positive Earth Drivers Club Paul Johnson, 732-681-1686

Aug. 6 Ohio, Dayton, British Car Day, Miami Valley Triumphs & MG Car Club SW Ohio Centre D2ZZSpeedy@cs.com

Aug. 13 Pennsylvania, Schwenksville, 1st Annual Pennypacker Mills British Car Day, Delaware Valley Classic MG Chapter (DVCMG) carshow@dvcmg.com - Lee Niner - 610-831-1531

Aug. 12-14 Washington, Olympia, 24th Annual Northwest All Triumph Drive In, Tyeer Triumph Club, jsjgnicon@juno.com, 206-325-8554

Sept. 9-11 Michigan, Sterling Heights & Belleville - Central Region Spit-Together V, North American Spitfire Squadron, my79spitfire@aol.com Joining BOTB in St. Hgt, Sept. 11

Sept. 11 Michigan, Sterling Heights, Freedom Hill Park, Battle of the Brits, Detroit Triumph Sportscar Club, 586-979-4875, snydleydog@yahoo.com

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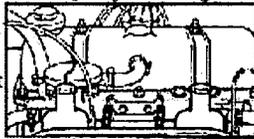
May 17-18 - Eastern Nottinghamshire, Newark Air Museum, "Tribute to the Spitfire" (the aircraft) Contact info: Howard Heeley heeley_h@lineone.net Tel: 0115 920 1536



Triumph introduce the new Spitfire Mark 3 The big news is under the bonnet!

New 1300 engine puts the Spitfire in the 100 miles an hour class

Without adding a single inch to its inspired Michelotti shape, the Triumph Spitfire has grown into a genuine 100 mph sports car. For under the Spitfire's up-and-over bonnet there's a lot more engine. Just as remarkably accessible as before except that it's now 12% more powerful—with 1,296 cc's purring out an effortless 75 brake horse power.



Makes overtaking safer

In a crowded, 70 mph limit land, it becomes even more important to have ample reserves of power for safe overtaking. Because the new Spitfire engine has a lot of power in the critical 'middle range' between 40 and 70 miles per hour you can overtake swiftly, safely and without strain. Actual figures are: 0-50 9.0 secs, 0-60 12.5 secs. In top gear the Spitfire Mk. 3 will go from 20-40 in 10.0 secs, 30-50 in 9.5 secs and 40-60 in 9.5 secs.

Sleek new front. Snug new hood

Subtle restyling has given the Spit a sleek new front with a raised bumper position for better protection. Overriders now have solid rubber insets. Nasty weather forecast? There's a snug new hood which you can whip over your head in under

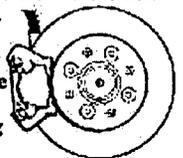


a minute. When not in use it stows neatly away out of sight. In the rear—a full wrap-around window.

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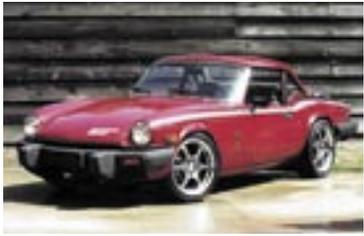
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