

for enthusiasts by enthusiasts

SPITFIRE & GT6

Featuring Spitfire, GT6, Herald, Vitesse and other Triumph-based Cars

M A G A Z I N E

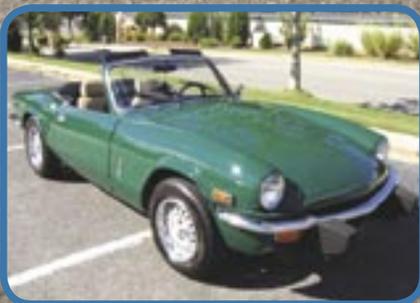
*History
Lesson!*

The last of the factory Spitfires



features

- ◆ Life, Liberty, and the Pursuit of Happiness
- ◆ Taming "The Dragon"
- ◆ 15,000 Mile / 48 Capital Tour in a Spitfire - Part 2
- ◆ Tech - Waist Seal Replacement
- ◆ and more...



My Parents Spitfire



2006 VTR National - Texas

Issue #24

Cover photo by www.EventPhotoPro.com



STAG · TR2-8 · SPITFIRE
GT6 · HERALD/VITESSE
DOLOMITE · 2000/2500



A BRITISH COMPANY SUPPORTING BRITISH CARS

CELEBRATING OUR
25th
ANNIVERSARY

NEW LOWER PRICES

PARTS AND ACCESSORIES

**WANT A PROFESSIONAL
PARTS SERVICE
AT THE RIGHT PRICE?
COME TO THE EXPERTS.**

Rimmer Bros tick all the boxes:-

- COMPETITIVE PRICES
- GREAT CUSTOMER SERVICE
- EFFICIENT MAIL ORDER ANYWHERE
- LARGEST TRIUMPH STOCKS IN THE WORLD
- INDUSTRY LEADING CATALOGUES
- EASY TO USE WEBSITE

**THE UK'S MOST
COMPREHENSIVE
RANGE OF PARTS
& ACCESSORIES**



**FREE
PARTS & ACCESSORIES
CATALOGUES
FOR ALL MODELS**

**BROWSE OUR CATALOGUES
ON YOUR PC**

All our Catalogues and current Price Guides are now available on one CD.
Small charge is made to cover burning & postage.



AUTHORISED PARTS DISTRIBUTOR
Original Parts & Accessories

ROVER SD1 · ROVER 75/45/25
MGF/MGT · MG ZT/ZS/ZR
ROVER 200/400/600/800
METRO/MINI
MAESTRO/MONTEGO



LAND ROVER

RANGE ROVER · DEFENDER
DISCOVERY · FREELANDER

AUTHORISED PARTS DISTRIBUTOR
Original Parts & Accessories

RANGE ROVER CLASSIC
RANGE ROVER P38A
DISCOVERY 1 · DISCOVERY 2
FREELANDER · DEFENDER
ROVER V8 ENGINES



**SEE OUR NEW
WEB SITE**



**NEW LOWER PRICES
OVER 2500 POPULAR PARTS REDUCED IN PRICE**

VISITORS WELCOME
We are open:- MON - FRI; 8.30am to 5.30pm,
SAT; 8.30am to 1.30pm.

TRADE ENQUIRIES
Tel: 01522 567111
E-mail: trade@rimmerbros.co.uk

HOW TO ORDER

PHONE **01522 568000**
24 Hour ANSWERING SERVICE

FAX **01522 567600**

TEXT **07766 065248**
REFER TO PRICE GUIDE FOR DETAILS

E-MAIL **sales@rimmerbros.co.uk**
WEB **www.rimmerbros.co.uk**

POST RIMMER BROS, TRIUMPH HOUSE, SLEAFORD RD,
BRACEBRIDGE HEATH, LINCOLN LN4 2NA, ENGLAND.

**WE WILL
CONFIRM STOCK
AVAILABILITY,
PRICES
& DELIVERY
CHARGES WHEN
PLACING AN
ORDER**

PAYMENT WE ACCEPT PAYMENT BY ALL MAJOR CREDIT CARDS,
DEBIT CARDS, CHARGE CARDS, CHEQUES, POSTAL ORDERS & BANK
TRANSFERS (supplementary cost).



ORDER ON-LINE
www.rimmerbros.co.uk

SpitBits

Spitfire & GT6 Parts Specialist



- **Quality Parts at Competitive Prices**
- **Over 50,000 Parts in Stock**
- **Free and Online Catalogs - Spitfire and GT6**
- **Web Specials and Secure Online Ordering**
- **New and Used Parts, With Big Savings on Both**
- **Fast Delivery**
- **Sales and Technical Service, So You Get the Right Part the First Time**

Please visit our New & Improved Online GT6 catalog now with shopping cart for easy purchasing!

USA Sales

800 • 201 • 0494

Outside USA Sales

916 • 645 • 3726

Tech & Customer Service

916 • 434 • 0645

SpitBits

www.SpitBits.com

P.O. Box 281

Lincoln, CA 95648

**Triumph Spitfire & GT6 Specialists
New and Used Parts**

Coming up in issue #25

SPIT6 - CGT6 Conversions

The cars the factory forgot to make.

Send your photos and stories
about Spit6's & CGT6's.

Milestones passed...



With this issue & already this year I have witnessed several milestones.

First, this issue is our 24th, and it marks the start of our 7th year in publication. It also marks the completion of the history series on the various marques of the Spitfires & GT6s as the factory made them. **But**, we won't stop there. In issue 25 we will feature the after-factory home conversions of the Spit6 and the CGT6. We will explain the similarities and differences of the two, and why so many owners are on the quest to build the perfect model. Following that, issue 26 will feature SpitV8's And GT8's.

A personal milestone of sorts was passed this year also. A few years ago my wife suggested that we convert a seldom used bedroom next to ours into a master bathroom. We kicked that idea around for some time, and finally this past fall, we undertook that project and let the Spitfire sit idle in the garage for a change. We did all of the work ourselves, no outside contractors were used. From concept to completion, my wife & I tackled it all. What was once a "hot pink" child's bedroom, is now a soft blue textured master bathroom, complete with shower, whirlpool tub, vanity, commode and urinal. There are a few finishing touches to be made but deadlines interceded, and focus was turned to the magazine. Once this magazine issue is safely in your hands, we'll be putting the finishing touches on the master bath.



The new bathroom

One milestone I have not yet passed is hitting the big 5-0, but it's coming around the bend... Maybe I'll do something special for that occasion, like get my Spitfire repainted or the engine rebuilt!!



The bride & groom with happy parents looking on.

Another milestone I passed, was witnessing our youngest daughter graduate from college and accept a full time job as a dental assistant on the north side of Indianapolis. I thought that marked me as old, but then we watched as the last of our six children, again our youngest daughter said, "I DO" and got married the beginning of this year. I introduced you to Amy and her fiance' Aaron, back in issue #19. Our daughter Amy, will reach a milestone of her own as this issue goes to press. Amy will turn 21 in late February. Watch out world, here she comes!

What milestones have you recently passed? What milestones has your car passed? Take a moment to jot them down and share them with our readers. We would love to hear about them. For those of you that own, or are building a Spit6 or CGT6, or SpitV8 or GT8, send in your photos & stories. Issues 25 & 26 will feature your custom-built cars that the factory forgot to build.

Until next issue, see you on the road...

Howard

Right: Spitfires & GT6 at the September 2006 "Best Show by a Dam Site!" at Newburgh, Indiana, on the bank of the Ohio River.



Thanks to everyone for your submissions. Please keep them coming! They may not be in the next issue, but they will be used in a future issue.



Tee-Shirts

Small, Medium, Large, X-Large, XX-Large

\$15 each

Price includes US shipping

Digital Back Issues on CD

Back issues 1-12, including many out of print, are available on one CD in PDF™ format.



www.triumphspitfire.com
or 800-487-3333



North American Spitfire Squadron Spit-Together Update

NASS has four locations slated for Spit-Together's in 2007.
Mark your calendars now.

East - Carlisle, PA May 18-19-20

Central - Louisville, KY June 1-2-3

Northwest - Bellevue, WA July 27-28-29

Great Plains - Omaha, NE October 6-7

Visit www.nasshq.org for more details.

Contents

issue # 2 4



- 6 MAILBOX
- 8 LITTLE BITS OF SPITs
- 10 READERS' RIDES
- 12 48 STATE CAPITAL TOUR PT-2
- 22 READERS STORIES



- 24 FEATURE STORY: LIFE, LIBERTY...
- 27 TAMING THE DRAGON
- 28 HISTORY: LATE SPITFIRE 1500
- 32 CLASSIC ADVERTISEMENTS



- 37 TECH: CARB RETURN SPRING
- 38 TECH: WAIST SEAL REPLACEMENT
- 39 TRIUMPH BY DESIGN
- 40 CHATTANOOGA CAR SHOW
- 44 BREMERTON CAR SHOW
- 45 AUTOJUMBLE

SPITFIRE & GT6

magazine

PUBLISHER

Profiles Marketing Group

EDITOR & DESIGNER

Howard Baugues, howard@triumphspitfire.com

ADVERTISING

Tom Broberg, tom@magazinepublisher.com

PRINTING & PRODUCTION

MagazinePublisher.com • 1-800-487-3333

CORRESPONDENTS

Gregory Hertel—Eastern Canada Correspondent

Stephan Sieburg—Swiss Correspondent

Bob Spruck—Southeastern USA Correspondent

US SUBSCRIPTIONS - \$15 US

P.O. Box 30806, Knoxville, TN 37930

1-800-487-3333

EUROPEAN SUBSCRIPTIONS - \$20 US

Beach Croft Cottage, School Lane

Baslow, Bakewell, Derbyshire, DE45 1RZ England

or visit www.magazinemuseum.com

for US and European Subscriptions

CIRCULATION QUESTIONS:

Lance Ginn, staff@triumphspitfire.com

1-865-690-0522

ISSN 1550-7718

© 2007 Profiles Marketing Group. Reproduction in whole or in part without permission is prohibited. Because the stories are reader written, please be careful and use good judgement while working on your car.

We accept no responsibility for damages or personal injury.

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

THE
ARTICLES IN
THIS ISSUE
WERE SENT BY:

Bill Tilford
Dan Herrman
Ben Steinberg
Matt Stokley
Bruce Bennett
Rich Kosier
Nick Moseley
Julian Saul
Andr  Rousseau
Bob Spruck
Blake Discher
Scott Deney
& more...

ON THE COVER



**Vermillion Red 1980 Spitfire 1500, owned by Bill & Marie Tilford,
Louisville, Kentucky, USA**

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

POSTMASTER:

Send Address
changes to:
Spitfire & GT6
Magazine,
PO Box 30806,
Knoxville, TN,
USA, 37930-0806

Dear Spitfire & GT6 Magazine...



I LOVE MY RUBBER BUMPER

Dear Editor,

In the last issues' "History Lesson" (issue #23) the later model chrome bumper Spitfires were lambasted for their "monstrous" bumpers. I have a '79 Spitfire so I figured I better jump the gun and write in defense of my beloved car before issue 24 totally obliterates it.

The fact is, life is a compromise and cars have to evolve. My Spitfire is much refined over the earlier models. It came with electronic ignition, improved suspension, improved overdrive, large radiator with electric cooling fan, and, last but not least, (in my mind) an improved bumper.

I drive my Spitfire over 3000 miles a year so I need a car that works in the real world. In a light crash or parking bump, my car will come out unscathed. You can't say that about the tiny chrome bumper cars. If you study a rubber bumper car, you can see how flawlessly the designers created and fit the new bumpers.

If the Spitfire had been premiered in '79, no one would have had any complaints. Many people have converted their rubber bumper Spitfires to chrome, possibly because of a lack of replacement parts. I however will never change my bumper. **I love the looks and function of my rubber bumper.** Some day I hope the rest of the Spitfire community will agree and tout the positive aspects of the final Spitfires. It happened with the MGB. They switched to rubber bumpers in '75, were loathed in the beginning, but are now embraced. Regardless, I will enjoy my Spitfire the way it is. Rubber bumper or chrome, this car still gets more comments and attention than any car I've ever owned.

Thane Snider
Joplin, Missouri

Thane,

Thanks for sharing your comments. The intention in issue #23 was not to lambast the over-riders, but to point out how BL engineering made changes to combat the ever changing US regs.

I personally own a 76 Spit & a 77 Spit, along with a 79 TR7. Both Spits have chrome, but the TR7 has rubber bumpers. For looks I prefer the chrome. For scrapes & bumps, again I prefer the chrome. Small impacts barely even dent the hard chrome surface, but can cut through the improved rubber coating of the 79-81 bumper, costing more to repair, with parts hard to find.

*I went easy on you in this section of history, even sang you a song... **CHROME** 😊*
Howard~

EXHAUST

ANSWERS

RE: smogging Tim's Spitfire in Is.#23; While I'm no expert in Spitfire smog equipment, and having an older GT6 I really don't care that much, but being a Triumph nut, I will share what I do know.

I have done smogs for many years in California, actually not a long drive from Tim, but no longer do smogs but am teaching now, (too bad Tim). Well anyway, the law in California is that the original smog equipment that the factory installed on the vehicle must be there, but if the car was sold out of California and had less stuff originally installed, it only has to have the stuff it originally came with, it doesn't have to be upgraded to California specs. If by some lucky chance the car still has the original "emissions sticker", you only need the things listed on it. I looked it up in a emissions book I have (state approved, but still wrong sometimes) It says for a 75-77 spitfire you need, AITC, air intake temp. control (the duct from around the exhaust to the air cleaner that draws in hot air when the engine is cold), AM, air manifold, the tubing from the air pump into the exhaust manifold (book mentions 4 separate branches, one for each port), AP, air pump, CC, catalytic converter, it would appear to bolt right to the exhaust manifold with a short pipe coming out to bolt to the rest of the exhaust pipe. (though whether the person who smogs your car will know this or care as long as it has a cat is a possibility), CHV, a charcoal canister to store gasoline fumes from the carb and gas tank, CV, a check valve so the exhaust doesn't go back into the air pump tubing, DIV-V, diverter valve, dumps air pump air during deceleration to prevent backfires, EEC, Evaporative Emission control, the rest of the system that uses the charcoal canister to trap fuel vapors from the tank and carb, EGR, and EGR-CV, cut out valve for the EGR, cuts out EGR when the fast idle cam is in use, prevents EGR from functioning while engine is cold, EGR uses separate hole from air injection, down near bottom of manifold, a pipe goes from the valve to the intake manifold. PCV, you want that anyway, ROCV, run-on control valve, a ridiculously complicated device with solenoids to vent vacuum from the canister to the float bowl to stop fuel flow to reduce run-on when the engine is shut off. (once again debatable whether anyone will know about this) but it is wired to the key and the oil pressure switch. RV, relief valve, combined with the diverter valve to dump excess air pressure during high RPM's, and VS, vacuum solenoid, no mention of what that is in this book, but I would guess it's the one for the run-on control. May I also mention that they are supposed to check the ignition timing, but having it retarded 2 degrees is still legal and may help reduce emissions a little. I think you will find most smog places aren't expert in Triumphs, and info on the systems they used is hard to find.

Good luck, and if you see a green GT6 wave.
James, Burlingame, California. Green GT6

James,
Thanks for the info.
Howard~

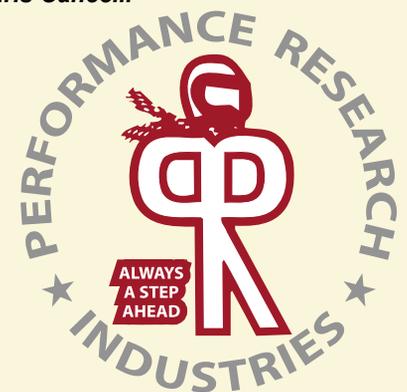
This section is designed to inform readers of news, announcements and new products involved in our hobby. Send announcements to: P.O. Box 30806, Knoxville, TN 37930 or info@triumphspitfire.com

PRI: Still here, stronger than ever!

A lot of rumors buzzing recently with the construction page being posted on the website! I am very much still here, just regrouping. 2006 was extremely busy, and busy still has not let up entering this new year. It put me well behind schedule early on because there were no slow periods like in the previous years. I lost a few sales through charge backs because of delays. So I decided to stop or at least slow it down for awhile and catch up on what is here in the way of engines and project cars. The work shop orders lacked attention do to the relentless online orders. Lots of orders for ultimate chassis kits with intake and exhaust systems added. I couldn't get product made fast enough and a few customers who aren't keen on British cars or my operation lost patience. I had trained a couple of guys throughout the year hoping one of them would work out, but neither did so that put me even further behind. I worked too hard for what turned out to be a very stressful year. I'm not getting any younger so I've decided to tailor the business to a manageable and more efficient level. The site will stay **under construction** until I get what is here under control, which may be until March before I get caught up and the new site launched. I will continue with Triumph products and services, but it will be a more stream-lined menu with new pricing. Rumors of quitting? Quite possibly from the few impatient ones, but false none the less. I am here to stay. I have way too many customers that have become very good friends and that is worth it all by itself.

I'm still here, stronger than ever!

Chris Cancelli



Need Parts At Rockin' Prices?

Price Comparison

1976 Triumph Spitfire Clutch Master Cylinder

<u>Parts Store</u>	<u>Part Brand</u>	<u>Price</u>
RockAuto.com	Beck/Arnley	\$71.99
NAPA	NAPA	\$104.00
Autozone	Beck/Arnley	\$105.99
Checker, Kragen & Advance (partsamerica.com)	Beck/Arnley	\$107.77
JC Whitney (carparts.com)	Beck/Arnley	\$111.99

(as of 2/8/2007) RockAuto price is regular price, NOT a special sale price created for this comparison.

"Just like in the past, everything went well. From purchase, to the timely delivery, I got the correct part and it was installed the following day."

~Customer review posted on ResellerRatings.com



ALL THE PARTS YOUR CAR WILL EVER NEED

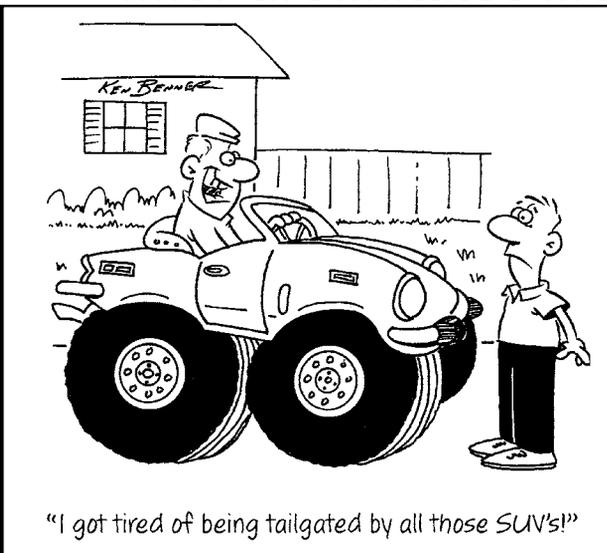
WWW.ROCKAUTO.COM 1-866-ROCKAUTO RockAuto LLC, Madison, Wisconsin USA

Weird, Wacky & Wonderful!

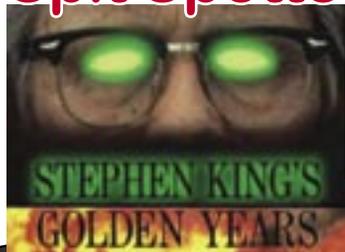
LITTLE BITS OF SPITS

Life Imitates Art...

....or art imitates life



Spit Spotted and destroyed



My wife & I were watching a Stephen King movie entitled **Golden Years** made in 1991, Scene 31 on your DVD, scene title: **Up In Flames**. I don't know if it's ever been spotted before. I've attached 3 photos, one of which is the dash....definitely a 1500. And yes, they do blow up the car & driver too. I've given a before and after shot. When the scene came up and I suddenly realized it was a Spit, my wife rolled her eyes and when he went to start, it my comment was, "I hope it starts!" It did, definitely did.

The movie was OK, spotting the Spitfire helped!

Rich Kosier

STEPHEN KING'S GOLDEN YEARS:

In a top-secret U.S. military laboratory, a freak explosion exposes unsuspecting janitor Harlan Williams (Keith Szarabajka) to fallout from toxic chemicals. Williams, an older man, soon finds the accident has reversed his aging process. But the government's plan to use him as a human guinea pig forces Williams to go on the run, setting off a nationwide manhunt. Horror writer Stephen King penned this gripping, made-for-television miniseries.

I always look for Spitfires and never, ever spot one..... now 2 weeks in a row! Last week was the Sunday Comics from our local **Danbury News-Times** on January 21, and this week was in a Stephen King movie entitled Golden Years.

Rich Kosier
Connecticut

THE LOCKHORNS

BY BUNNY HOEST AND JOHN REINER



"IT WOULD BE ECONOMICAL... IF YOU BOUGHT IT, YOU'D NO LONGER HAVE A WIFE TO SUPPORT."



While shopping for catfood... for my cat, I noticed a brand that MUST be great! I am delighted to report my cat just loved it.

Charles Edmonson, Virginia

Editors Note: You can visit them on the web at www.triumphtpet.com They offer canned dogfood too.



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

You write the caption



It was getting cold out and winter was coming, but I just couldn't seem to put my Spit away for the winter.
Dave Hale, Cincinnati, Ohio

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. Listed below are some of the responses.

the captions

Trick or Treat!
Can you spot the Punkin?
Pumpkin special!
That's my little pumpkin...
Halloween Hottie

Cinderella's dream car.
I can't be turning into a pumpkin! It's not mid-night yet!
Waiting for Cinderellas' fairy godmother.
As midnight approached, the beautiful carriage began turning back into a pumpkin.

The Legend of Sleepy Hollow.
Look what the Pumpkin Fairy's left!

Keep your wife away from the car.
I TOLD ya not to park it under the tree!
Doris, I told you not to park the spitfire under that pumpkin tree.
Let us never speak of the pumpkin patch shortcut again.
I knew I shouldnt have taken that short cut through the pumpkin field.
When pilgrims move in next door.

You think this is hard to drive with... wait till you get a look at the christmas display!

I know What You Did Last Autumn.
Even the Holiday Spirits have a thing for Triumphs.
Ah yes, Watkins Glen in the fall!

Bountyfull bonnet.
A veritable cornucopia of automotive wizardry!
Peter can't catch us now.
I knew I should have cleaned those seeds out of the vents.
Hood-A-Plenty.

The fruits of one's labour.
Time to put the hardtop on - the pumpkins are growing out of the hood again.

A typically British way of re-distributing the weight ratio of a Spitfire.
Another misplaced spitfire emblem.....what's with the pumpkins?
There are a few bubbles in my new paint job.
Plush Pumpkin Paint Scheme.

And FINALLY...

"Like my new paint? It was painted using Triumph Paint Code: PIE"

back issues
are still available

SPITFIRE & GT6

MAGAZINE

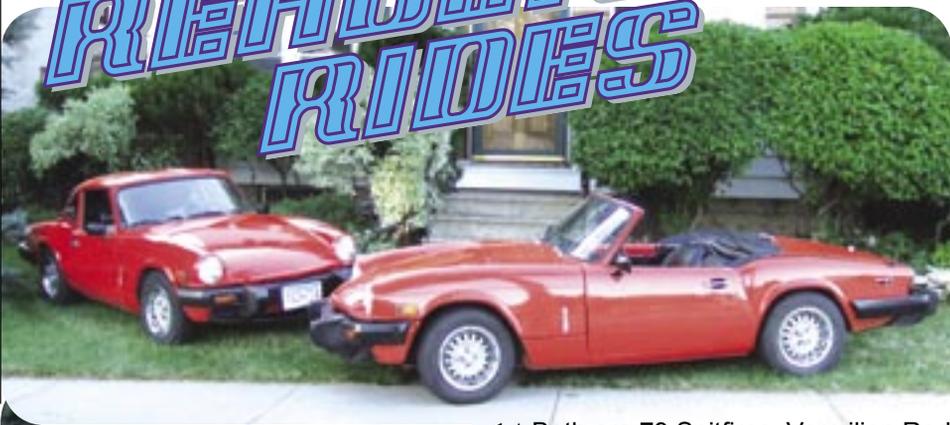


only
\$5.00 each

All Issues Available on CD or as downloads online.
Find details on our website or call 800-487-3333

www.TriumphSpitfire.com

READER'S RIDES



◀▲ Both are 79 Spitfires, Vermilion Red
Owned by Pat Carr and Sons,
Rochester, Minnesota



▲ ▼ 1978 Spitfire Inca Yellow
Mr & Ms Gary Russell
Kearsley, Bolton, Lancashire, UK
Black Minilites / 1500 Dolomite engine/
Overdrive/ Original colour Sienna Brown



▼ ▲ 1978 Spitfire, "Sunshine Yellow"
Owned by Doug Milligan
Middle Island, New York



▲ 1980 Spitfire 1500, Carmin Red
Owned by Don Boyko, Olathe, Kansas



1979 Spitfire 1500 ▶
Owned by Darrell Hines, Arizona



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



▼ 1970 Mk3 Signal Red
Owned by Ryan Orr
Howick, Auckland, New Zealand



▼ 1966 Mk2 Spitfire
Mike & Jo Hawryluk
Prince George, British Columbia



▼ 1968 GT6 Mk1
Owned by Francisco Guzmán
Lima, Perú



▼ 1980 Spitfire 1500
Owned by Wade Kvapil
San Antonio, Texas



▼ 1969 Spitfire Mk3 "Spitty"
Owned by James Wilkerson
San Mateo, California



▼ 1977 Spitfire, 2nd owner with 62,000 miles
Owned by Dr. Marion Wells
Lascassas, Tennessee



▼ 1973 Spitfire 1500, Carmine Red,
Owned by Paul and Patti Naus
Nescopeck, Pennsylvania



▼ 1976 Spitfire 1500
Owned by Neil Mortique
Stockport, Manchester, UK



▼ 1976 Spitfire 1500
Owned by Jeff Treece
Mountlake Terrace, Washington



▼ 1971 Spitfire MkIV
Owned by Scott Deney
Bremerton, Washington



▼ 1965 Spitfire named Truman
Owned by Kevin Allen
Gainesville, Georgia



▼ 1974 Spitfire 1500
Owned by Tony Fasola, Georgia
WeBeFas - Don Webb, Mark Behne, & Tony Fasola



▼ 1978 Spitfire 1500
Owned by Rick & Linda McMillen
Des Moines, Iowa



▼ 1969 Spitfire Mk3
Owned by Keith Sparkes
Richmond, British Columbia, Canada



▼ 1978 Spitfire 1500
Owned by Richard Stief
Lebanon, Pennsylvania





48 State Capitals / 15,000 mile Spitfire Journey - Part 2

by Dan Herrman, Wisconsin



Editor's Note: We started to follow Dan's journey in issue #23, and now we share the road with Dan & Spitty as they travel from Virginia to Colorado, covering sixteen of the mid-states capitals in Part 2. Let's join Dan as he continues his adventure on the open road, heading south through Virginia.
Howard

Part 2

Sunday, August 20, 2006

Spitty and I got an early start this fine Sunday morning. I wanted to take advantage of the cooler morning temperatures and the lighter weekend traffic. Our first stop was Capital City Number 17, Richmond, VA **Photo#1**. As you can tell from the picture, it is undergoing major reconstruction. From Richmond, we headed south to Capital City Number 18, Raleigh, NC **Photo#2**. I am presently in Florence, SC. Where I've noticed that fuel, food and bed, are all less expensive, And the people who wait on you provide service with a smile. I'm not a lover of high temperatures. But in Florence, SC, the ill effects of the heat have been more than made up for by friendliness of it's residences. I like it here!

Log entry date August 20, 2006
 Trip odometer 3326
 Odometer 14485
 Miles/Gallon 29.39

Monday, August 21, 2006

I had a nice ride today. The overcast sky kept the ambient temperature below 80 until I reached downtown Atlanta, GA, where the temperature was 84 degrees. I did capture two Capitals today. The first was Columbia, SC **Photo#3**, and the second was Atlanta, GA **Photo#4**. Tonight I'll just say that I'm happy that I'm a full day ahead of my schedule and that the Spitfire ran like a champ.

I have one story to tell. When at the Atlanta Capital, I decided to include Spitty in a couple of shots **Photo#5 & 6**. I was parked by the governors heliport and a couple of older state employees were outside smoking. When they saw me with this big pink stuffed gorilla, you could tell they had questions. So, I shouted; "There is a perfectly sane reason for this, I'll tell you if you want to know." After the pictures were taken, I walked over and told them my story. They were entertained and I received some good advice on the best way to get to Tallahassee, FL. I may start including Spitty in more of my activities. He is definitely an ice-breaker. Think about it! If you saw a guy walking around with a big pink stuffed gorilla would you be worried about what he might be up to? I doubt it. Although you might feel a little sorry for him.

Log entry date August 21, 2006
 Trip odometer 3642
 Odometer 14801
 Miles/Gallon 29.90
 Tire Pressure OK, Added oil to carb dampers.
 Wheel lugs all Ok. Added brake fluid.



Photo #1 **Richmond, Virginia**



Photo #2 **Raleigh, North Carolina**



Photo #3 **Columbia, South Carolina**



Photo #4 Atlanta, Georgia



Photo #5 Spitty resting in Atlanta



Photo #6 Spitty on the boot



Photo #7 Tallahassee, Florida

Tuesday, August 22, 2006

The ride from Atlanta, GA to Tallahassee, FL was cool and comfortable. An overcast kept the temperatures in the seventies until about 9 AM. Once across the FL state line the Sunshine State lived up to its reputation. The sky cleared and the temperature jumped to 88 degrees.

Along US 319, I notice many pine trees which were growing upward - straight as an arrow. They were usually barren of branches for $\frac{4}{5}$ ths of the tree's height. I believe the trees were Southern Yellow Pines, which are the main source of utility poles.

Photographing the capital building at Capital City Number 21, Tallahassee, FL was a challenge. I walked up to a very picturesque domed building and preceded to look for the best angle. Usually a head on view will have the least vegetation obscuring the building. This picture shows you what I saw in my viewfinder. **Photo#7**. Notice, that there is a very tall obnoxious looking building directly behind the dome. Well, a domed building shot should be framed against a blue sky if possible. So I walked around a bit and took a couple more shots. They were better but, still showed the ugly tower. I decided this was the best I could do. All the while I'm wondering how the State of Florida could have approved the construction of that monstrosity right next to their beautiful capital building. Who in the Sam Hill owned that building anyhow? Oh, the information sign said that the state owned it. It is their *current capital building*. The building I was photographing is their *historic capital building*. OK, armed with that knowledge, I walked around to the opposite side of the square and took this picture of the State of Florida's current Capital Building **Photo#8**. Yes, the top part of the building, which incidentally had oodles of blue sky around it, is cut off. To get the whole building into the scene, I would of had to drive back to Georgia. And the top of the building looks just like the bottom anyway!

Log entry date August 22, 2006
Trip odometer 3907
Odometer 15066
Miles/Gallon 29.95
Added fluid to clutch cylinder.



Photo #8 Tallahassee, Florida

Wednesday, August 23, 2006

Capital City Number 22, Montgomery, AL **Photo#9**, was the goal at the end of a pleasant 215 mile drive from Tallahassee, FL. There are two significant historical events associated with this location. The civil rights movement began in earnest with Dr. Martin Luther King, Jr.'s march from Selma, AL to the capital stairs in 1965.

And the First Capital of the Confederacy is located across the street from the capital building **Photo#10** below.

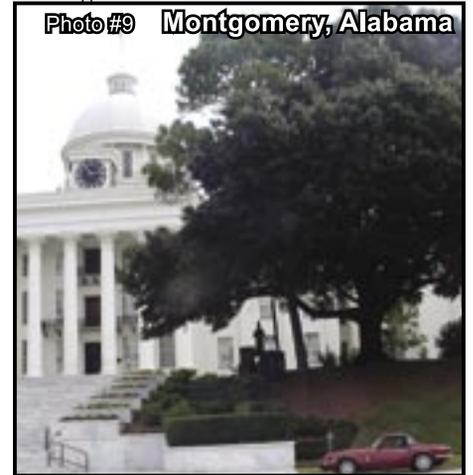


Photo #9 Montgomery, Alabama

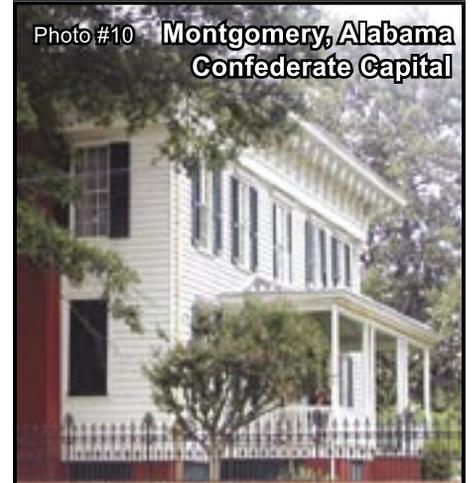


Photo #10 Montgomery, Alabama Confederate Capital

I just read an E-mail that I received from my brother Gary. He asked how I like Alabama.

Like you brother, I'm impressed with the friendliness of it's residents. Every place I been, gas stations, restaurants, motels and just asking questions at the Capital Square, the people are eager to help you. I walked into this Comfort Inn and immediately felt right at home. The clerk said, "is that your car?" pointing at the Spitfire. I said "Ya", thinking she was going to tell me how sharp it looks. But, she said "Well, don't hit mine, I'm parked right in front of you." And I said, "Oh, then you better make sure you don't back into mine." At that point we were both laughing. I also don't mind paying less than \$3/gallon for 93 octane gasoline. Food isn't pricey here either. At a Cracker Barrel restaurant, I paid \$12.15 including a \$2 tip, for a ham steak sandwich, which consisted of 4 small ham sandwiches, a generous portion of steak fries, coffee and peach cobbler for desert. While at the Cracker Barrel, I was treated to Alabama gusher. As I walked out the restaurant, the sky opened and rooster tails started forming on the trucks heading north on I65. Rather than getting instantly soaked, I just plunked my tired buns on one of the empty outdoor rocking chairs and enjoyed the rest of the show. Yes, I like it here too!

Log entry date August 23, 2006
Trip odometer 4123
Odometer 15282
Miles/Gallon 30.66

The problem I had in Annapolis might have been due to water in the gas. At this time, it is the only explanation that I can come up with that fits the observed facts; The engine required choke to keep it running, which means it was running too lean. Substituting water for fuel would do that. It was an isolated event that occurred after driving in 100% humidity (fog). This provides a water source. When the engine got hot enough for long enough, the problem went away. While liquid water can be a problem, steam can be present without affecting the fuel/air ratio very much. On the way to Annapolis the water was turning to steam because the engine was hot. After it cooled off, the same water was present in liquid form thereby affecting the fuel/air mixture big time.

Thursday, August 24, 2006

This morning at Montgomery, Al, a decision needed to be made. What string of capitals do I do next? Should I finish up the South by doing MS, LA, TX and then hit the bread basket states of MO, KA, and etc. Or should I head directly to AR and then head North for the bread basket, leaving MS, LA, and TX for the return. As you can see from

the map, I'm headed for AR. There are two good reasons to do this and one good reason not to. This route is shorter and it moves TX toward the end of the trip when hopefully it will be cooler. The risk is that by putting TX, LA, and MS off, I've given a hurricane another opportunity to cut across my path.

The following conversation took place on I-65 while driving in stop-and-go traffic about 20 miles South of Birmingham, AL.

He: *You have a WI plate. Have you driven that car from WI?*

Me: *Yes but, I'm doing a 48 state capitals tour. I've already done the NE.*

He: *That a-way to go (with his fist up)! I always like those LBC's. That one looks to be in good shape.*

Me: *It is! I have a web site, It's easy to remember. You can track me and send me an E-mail*

Me & He: *(I give him the web site info and he ack's that he got it.)*

For that entire conversation, both of our cars were rolling slowly down I-65. That makes it a conversation "first of the kind" for me. But unfortunately, so far, he hasn't sent me an E-mail.

So now I'm in the railroad city of Corinth, MS **Photo#11**, and although it is not on the most direct route to AR. it is on the most direct path to the "Shiloh National Military Park". Tomorrow, Spitty and I will take the day off from driving. We will spend the time in the shadows of Shiloh's quiet greenery.

Log entry date August 24, 2006
Trip odometer 4400
Odometer 15559
Miles/Gallon 30.91

Friday, August 25, 2006

Today I visited the Shiloh National Military Park. Today's log entry is the following series of pictures, all taken in the park. **Photo#12, 13, 14, & 15.**

Log entry date August 25, 2006
No trip progress was made today.
Oil checked, Not down a half quart yet.
Tire pressure OK
Wheel lug nuts OK.

Saturday, August 26, 2006

On this fine Saturday morning around 7:30AM, Spitty and I exited Corinth, MS via US 72. The temperature was in the middle seventies. With a slight haze in the air and the sun on our back, We headed for Little Rock, AR - 215 miles almost due



Photo #11 Corinth, Mississippi



Photo #12 Shiloh Nat. Military Park



Photo #13 Shiloh Nat. Military Park



Photo #14 Pittsburg Landing Shiloh Nat. Park



Photo #15 Deer @ Shiloh Nat. Park



Photo #16 Little Rock, Arkansas



Photo #17 Gas up with Spitty



Photo #18 Near Branson, Missouri



Photo #19 Missouri River



Photo #20 Jefferson City, Missouri

west. Between Corinth and Memphis we had the road to ourselves. And a good road it was - smooth, cool, straight and scenic. At Memphis the GPS said we had crossed the Mississippi. But, you couldn't prove it by me. I never saw it! But, I suspect of all the cars that crossed the mighty "Miss" this morning, we had the best view of the guard rails that were hiding it. I-40 from Memphis to Little Rock is where the semi's outnumber the cars three to one and the road heats up to the high eighties. At Palestine, AR we stopped for gas and since this was our last stop before Little Rock, I made sure the earphones were plugged into the GPS and the cord was untangled. The final run for taking a capital is starting to be fun. I'm getting good at it. I do the watching and let the GPS do the talking. I haven't made a wrong turn on a capital approach since I decided to listen to my GPS rather than just look at the screen now and then. When it has the correct information (and so far on capital approaches it's never been wrong), it does a remarkable job of getting you into the correct lane at the right time. So without further ado, Spitty and I are pleased to report that Capital City Number 23, Little Rock, AR, **Photo#16**, was taken without noticeable resistance under blue skies at 11:15 this morning. Tomorrow, the Spitfire will be heading north.

Email to my grandson:

Dear James-

Here is a picture of Spitty and I gassing up before our morning drive **Photo#17**. Notice, how Spitty is safely buckled up. I have to thank the guy at the next pump for being kind enough to take this picture. He had said he'd be happy to do it and he obviously was happy because, he was smiling the whole time.

Love ya lots
Grandpa Dan

<i>Log entry date</i>	<i>August 26, 2006</i>
<i>Trip odometer</i>	<i>4727</i>
<i>Odometer</i>	<i>15886</i>
<i>Miles/Gallon</i>	<i>32.39</i>

Sunday, August 27, 2006

The drive north from Conway, AR, to Branson, MO, was an experience I'll remember. The road was cool, curvy, hilly, smooth and scenic. On my XM, played oldies by artists like "Johnny Cash". And the music seemed to fit the road. The scenery was beautiful and since most of the driving did not require shifting, by devoting one arm to the wheel

and one arm to the camera, I was able to take some though the windscreen pictures **Photo#18**. When I arrived at Springfield, MO, I found what I was looking for - the southern edge of the rain.

So the journey north was halted. And the rain has passed me by. And I hope this afternoon's sunshine, will brighten next morning's sky.

<i>Log entry date</i>	<i>August 27, 2006</i>
<i>Trip odometer</i>	<i>4917</i>
<i>Odometer</i>	<i>16076</i>
<i>Miles/Gallon</i>	<i>29.79</i>

After 1900 miles, the oil was down 1/2 quart.

Monday, August 28, 2006

Exiting Springfield, MO, We took I-44 east toward St. Louis. The blue skies of last evening had turned to rain but, I saw no rooster-tails on the semi's. A couple of hundred feet to the south, paralleling I-44, was Historic Route 66. And remembering how nice this section of it is, I had to resist the temptation to drive on it once again. At Rolla, MO, we turned north by northwest on US 63 - another picturesque section of road. And finally, we turned west on US 50, which may hold the distinction of being the last non-interstate coast-to-coast (almost), highway in the USA. I had driven on US 50 in Maryland and will drive on it again in Nevada but, this time my destination was Capital City Number 24, Jefferson City, MO. Here, overlooking the Missouri River **Photo#19**, for the first time on this trip I saw a Capital at work. There were cars everywhere, coming and going constantly. And the people in those cars were entering and exiting the capital building. This hustle and bustle was what I had expected to see at every capital. In comparison, the other capital buildings looked like no-one-was-home. I tried to produce a picture of the capital building without any cars on it, but I prefer a picture that more accurately represents what I saw. Therefore my choice for Capital Number 24 is this **Photo#20**.

Missouri is known as the "show me" state. Well, after today it will be known by me as the "smell-me" state. While admiring the sights along US 50, I noticed a terrible odor. I saw nothing along the roadside that would identify it's source. It seemed to be everywhere. Why couldn't I drive away from it? Wait, that truck up ahead, what is it carrying? I couldn't see, so I pulled in close behind it. It was chickens - in open air cages. There must have been a thousand chickens on that truck. Then something started to hit my windscreen.

It wasn't bugs! I immediately let up on the gas. But, another truck was pressing me from behind. It was a cement truck. There I was, doing 65 miles per hour on a curvy two lane highway, with no chance to pass and caught between a truck full of cement and a truck full of chickens. The smell was horrible! The risk of getting run over by the cement truck didn't seem that bad. I eased up on the gas. The cement truck slowed down but, was uncomfortably close to my rear bumper. I had to get out of there. I saw my chance. The road had a wide smooth shoulder. I pulled off on to it letting the cement truck zip by. Fresh air at last! I pulled slowly back on the highway, contemplating what had just happen. Later that day, after booking a motel in Warrensburg, MO, I hiked over to a nearby Country Chicken for lunch. Whoops, I meant to say "Kitchen".

Dear James-

I thought you might want to see what Spitty does in his spare time. Here is a picture of Spitty answering his fan mail **Photo#21**.

Love ya lots
Grandpa Dan

Log entry date August 28, 2006
Trip odometer 5186
Odometer 16345
Miles/Gallon 31.61

Tuesday, August 29, 2006

With my on-board ambient temperature gauge reading 62 degrees and a light mist in the air, Spitty and I exited Warrensburg, MO. Our first goal was Capital City Number 25, Topeka, KA. While on route, the sun broke through the overcast a few times but, as you can tell from this picture, at Topeka it was sadly missing **Photo#22**. As we worked our way north, the sun returned full bore and by the time we reached Capital City Number 26, Lincoln, NE, the temperature had climbed into the middle seventies. The Lincoln, NE, Capital building is different. But, before you thumb it up or thumb it down, know that the building was completed in 1932 and in 1948 a poll of the nations architects rated it in the top five of the twenty five finest buildings in the USA. That said, Spitty and I present Capital Number 26, Lincoln, NE **Photo#23**.

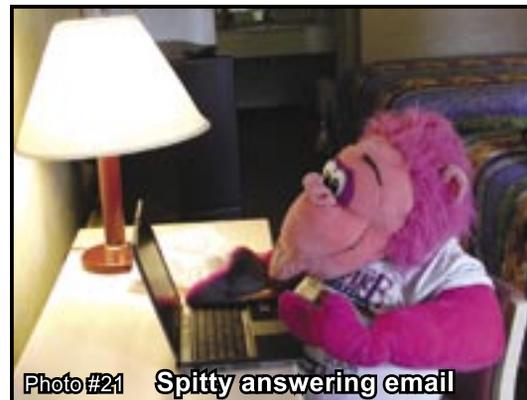
Log entry date August 29, 2006
Trip odometer 5477
Odometer 16636
Miles/Gallon 29.14

There were are no oil spots on pavement under car this morning.

Wednesday, August 30, 2006

This morning at Lincoln, NE, was a different kind of morning. There was no need for my usual early morning get-a-way. I was within an easy hour's drive of fellow NASS member Joe Guinan's residence at Fremont, NE. And Joe wouldn't be available until 2PM. So I slept in, taking full advantage of the 12 noon check-out time. First on my agenda was the purchase of 5 quarts of Castrol 20-50. Which I've discovered was available from Advance Auto Parts - about 3 miles from my hotel on the Cornhuskers Hwy. I arrived in Fremont early, got a bite to eat and just by chance spotted the second store on my list - Good Will Industries. For a five spot, I come out with an oversized shirt and pants that I would wear on the outside, while I worked on the Spitfire's dirty side.

Joe Guinan was the first president of the NASS (*North American Spitfire Squadron*) club and was one of the first club members to offer me on the road support. Joe owns a 1980 Spitfire that he has restored to pristine condition. It's a real beauty inside and out. Inside, the head has been shaved to produce a compression ratio of 9 plus. An overdrive transmission was installed and the original carburetor was replaced with a pair of duel Weber's. On the outside? Well, rather than having me describe it, you can check it out by viewing the pictures included here. (I loved the golden wheels). Joe obviously knows his way around cars. He is a pleasure to work with and I appreciated the fact that he always told me the reasons behind his suggestions (See the State of the Spitfire section for details on work accomplished). Some of Joe's knowledge has definitely rubbed off on me. And in the typical unjust exchange between helper and help-ee, some of my Spitfire's "special preservative coatings" have definitely rubbed off on Joe's tee shirt **Photo#24 & 25**. After a gas up, I went off to book a room and Joe went off to change his tee shirt. We rejoined again at the local Applebee's for "bread" and beer. It was there that I met a man in a class all by himself. He is a friend of Joe's and now he is a friend of mine. He had driven up from Omaha and he brought along his copy of the most recent issue of *Spitfire & GT6 Magazine* - the one that contained my "6900 Miles in a Spitfire" article. When he opened it up to my article and asked me to autograph it, I knew what it was like to be a rock star. So, I wish to thank Gary Lien, a fellow Spitfire owner, for making this already great day even better.



Photo#21 Spitty answering email



Photo #22 Topeka, Kansas



Photo#23 Lincoln, Nebraska



Photo #24 **Joe Guinan**



Photo #25 **Joe & me with Spits**



Photo #26 **Des Moines, Iowa**



Photo #27 **St. Paul, Minnesota**

Log entry date August 30, 2006
Trip odometer 5570
Odometer 16729
Miles/Gallon 32.27
NASS member Joe Guinan and I did the following work: Oil Change number 2, including filter
Adjusted rear brakes
Set Spax shocks 1/4 turn stiffer - front and rear.
Front tires show more wear on outside edges so, we rotated the tires, RF to RR, RR to RF, LF to LR, LR to LF
The right rear tire had been installed with the wrong rotation. Joe had a local shop remove the tire from the wheel and put it on the correct way.
Tire pressure was re-adjusted to 24 front, 28 rear.
Transmission oil level checked. No noticeable loss of fluid was observed.
The final drive showed no signs of leaking.
The exhaust pipes were removed to provide access to the transmission fill plug. While off, Joe ground the tightening slot wider thereby eliminating the rattle from the exhaust system.

Thursday, August 31, 2006

The morning was bright, clear and cool - 62 degrees. Needless to say, I was feeling good about the Spitfire. Yesterday, Joe and I had methodically gone over every item of concern on my list. And every item was either fixed or Joe and I decided it wasn't a real issue. My biggest concern had been the transmission leak. Running a transmission without adequate oil would result in catastrophic failure. But, when we checked the fluid level, we found it hadn't dropped at all. But, before Fremont would be 10 miles to the rear, the Spitfire would surprise me once again. When I tried engaging the overdrive (OD), it would not engage. I tried it a few more times. It showed no signs of working. This was a brand new issue. The OD had functioned flawlessly up until now. At first I tried to associate the problem with yesterdays work. Then, I noticed that my OD idiot light was not on. That meant the OD solenoid was not energized. The problem had to be electrical. I thought perhaps a wire had come loose under the dash. I pulled into a parking lot and had a look. I found nothing wrong. Well, the car can be driven without a functioning OD. It just increases the average engine RPM. And that in turn increases the average noise level in the cockpit. I had gotten used to the lower noise level and decided that I did not want to drive for the next 9,500 miles without a functioning OD. Then I tried it again and ... IT WORKED! It worked once and every time I tried it thereafter. The plot had thickened. It wasn't a fuse or a faulty relay and it probably wasn't even a loose connection. I think the

problem was caused by thick cold oil getting in between the contacts on the 3 & 4 gear isolator switch. The isolator switch is exposed to transmission oil and when the oil heated up, it thinned allowing the contacts to close. That fits what I've observed. If my explanation is correct, it will happen again, probably the next time it is cold. In the meantime, I going to ignore it until it doesn't work at all.

Oh, I almost forgot to mention. Capital City Number 27, Des Moines, IA was taken today with full sun shining on it's golden dome, **Photo#26.**

Log entry date August 31, 2006
Trip odometer 5889
Odometer 17039
Miles/Gallon 30.91
Had a problem with the overdrive today.

Friday, September 1, 2006

Wherever it was that I departed from this morning, it was 58 degrees. And my GPS said Capital City Number 28, St.Paul, MN. was 97 miles due north. I had expected the overdrive problem to repeat itself today but, the Spitfire had a different idea. The overdrive worked perfectly all day. Here are a series of pictures all taken at Capital Number 28, St. Paul, MN. The first picture proves the Spitfire was at the capital site **Photo#27.** The second is my picture of choice **Photo#28.** And the third shows some of the capital building's art work **Photo#29.** With the MN Capital taken, Wisconsin's neighboring states are complete with one exception - MI - which will be the last capital we visit. Now, Spitty and I can truly head for the wide open spaces of the west. So, anxiously, we turned the Spitfire toward Bismarck, ND and stepped on the gas. We made it as far as Fargo, ND, where we will spend the night. The ride today was a wet one. It rained for the final 90 miles and the old leak above the rear-view mirror came back to haunt us. By holding an absorbent shop towel at the drip line, the amount of water hitting my shift level, Spitty and myself was reduced considerably. But, Spitty and I got wet today anyway. Spitty didn't complain but, I can't say the same about myself.

Log entry date September 1, 2006
Trip odometer 6232
Odometer 17391
Miles/Gallon 31.35

Even though it was a cold 58 degrees this morning, the OD worked every time. The leak above the rear view mirror was not fixed by the weather stripping I had put there.

Saturday, September 2, 2006

At 12AM Capital City Number 29, Bismarck, ND. **Photo#30**, was taken under a cloudy sky. And at 6PM Capital City Number 30, Pierre, SD **Photo#31**, was taken and the sky was still cloudy. What happened in between Bismarck and Pierre is the subject of this section.

Exiting Fargo, the Spitfire plowed water for 90 miles. But, by the time Spitty and I reached Bismarck the rain had stopped. From Bismarck, we had 200 miles of two lane Hwy 83 ahead of us. And meeting a semi head-on on a two lane in the rain causes an instant white-out. The road disappears until the wipers can remove the deluge of water. And although the Spitfire can handle a lot of water when taken from the front. From the sides it much more susceptible. I do everything I can to avoid driving in a semi's splash zone - including staying off of two lanes highways when it raining. But, because the rain had stopped and because the day was still young, I decided to continue on - due south to Pierre, SD. For the first fifty miles, we were flying. The ETA as calculated by my GPS kept getting earlier and earlier. Then it started raining. And then it rained quite hard. But, there wasn't much on-coming traffic and we were still making very good time. So, I didn't mind the rain. What did get my attention was a sign that said, "End of Pavement". The sign was placed 500 feet before the pavement ended and there were no signs telling you to reduce speed. I hit that stoney road going sixty MPH, desperately trying to slow down and looking for a sign telling me when I'd get my pavement back. Twenty miles further, I entered the little town of Herreid. Herreid had pavement. But, when I left Herreid the pavement disappeared again. OK, I can handle this, the Spitfire is already a mess and at least it is not dusty. And then another sign "Road Closed, Hwy 83 detour to the left". To the left? That's not a road! That's a drive way! It's too narrow! It's loaded with puddles of mud! I really had no choice. I took the muddy detour. I soon discovered it required one more adjective to describe it. It was also very rough. I had learned that by keeping ones speed up on a rough road, it actually makes the road seem smoother. When I hit fifty MPH, I had found the best speed for the road. You can imagine what we must have looked like going down that road. Raining like crazy, wipers going full bore and muddy water splashing out sideways - landing in the

ditches. I just could not imagine it getting any worse. But, it did! A semi was coming at me. I estimated it's closing speed at over a hundred mile per hour - my fifty plus it's speed. It's splash zone was as high as the truck, covering my entire side of the road and then some. This was really going to be painful. BROWN OUT! The world outside was gone. My glass had turn to brown. But, in a moment, my little twelve inch wipers scraped away the mud and the rain rinsed it clear. In that instant, my Spitfire was coated with mud - bumper to bumper. There was even muddy water running down on the inside of the side window glass. Never has my Spitfire gotten so dirty so fast.

Well, I made it to Pierre, I booked a hotel and took the Capital, making sure my Spitfire was no where in sight. And I have started the long process of cleaning up the Spitfire. I have already cleaned up the inside and have started to work my way out.

<i>Log entry date</i>	<i>September 2, 2006</i>
<i>Trip odometer</i>	<i>6650</i>
<i>Odometer</i>	<i>17809</i>
<i>Miles/Gallon</i>	<i>26.92</i>

The poor mileage might because the Spit's tires were plowing water most of the day.

Sunday, September 3, 2006

This morning at Pierre, SD, I checked out of my hotel not quite knowing what I was going to do about my muddy Spitfire **Photo#32**. But, one glance at the car and I decided to give the car wash across the street a try. That is when I learned that a car wash will blast 10 times the amount of water inside of a Spitfire that one head-to-head splash from a semi will put in. Spitty and I got wet again - as did the carpet and the seats. As of tonight, Spitty and I have dried off but, the carpet under the passenger seat is still damp. We exited the car wash at Pierre (The locals pronounce it like the word "pier") at 10AM, drove a few blocks west to the cross the Missouri River and change time zones - making our departure time 9AM. South of Pierre the Spitfire traveled through miles of dry grass lands - while overhead was a cloudy sky. The next stop was Badlands National Park and there I will let the pictures speak for themselves **Photo#33 & 34**. We are spending the night in Wall, SD. Wall is home to the world renown Wall Drug Store but, I think it should be really be called the "Wall Mall". It takes up 1/2 of a city block. Everything in the town of Wall appears to be dependent on the Wall Drug Store. The



Photo #28 St. Paul, Minnesota



Photo #29 Artwork atop the MN Capital



Photo #30 Bismarck, North Dakota



Photo #31 Pierre, South Dakota



Photo #32 **A very dirty Spitfire**



Photo #33 **Badlands National Park**



Photo #34 **Badlands National Park**



Photo #35 **Devils Tower National Park**

owner of the Days Inn where I'm staying said that the Wall Drug Store got started by giving away free ice to overheated road travelers.

Dear James-

Here is a picture of Spitty enjoying a top down ride through the Badlands of South Dakota. I thought you might like it. **Photo#33.**

Love ya lots
Grandpa Dan

Log entry date *September 3, 2006*
Trip odometer *6807*
Odometer *17966*
Miles/Gallon *25.164*

There are signs that the Spit is running richer. And I've made no adjustments to the carburetors that could have caused it. Today I was not plowing water but, I did drive on hillier roads. I was about a thousand feet higher in elevation also. Something to watch!

Monday, September 4, 2006

The West is truly a land of wide open spaces. I don't think it is possible to capture the vastness with a camera. So for the stretch of road connecting Wall, SD to Devil's Tower, WY, I'll try using words...

I saw a single tree alone on a hill, its distance measured in miles. And between it's lowest branch and the green of the hill, the blue sky caused me to smile. I saw fields of sunflowers large enough to make sunflower horizons, with each flower's head dutifully facing the sun. I saw herds of cattle in fields of green and more by a watering hole, with each and every "doggy's" face a reflection on the water. I saw a mare and her foal running for fun in the morning sun. Later, I saw some more, napping in the shade of a sign advertising the Wall's drug store.

Dear James-

Spitty and I visited a place called Devils Tower today. It is a giant pillar of stone that rises a thousand feet above the river that flows at its base. Here you can see how it looks from a long ways away **Photos#35 & 36.** Did you ever hear of a prairie dog town? Well, I took this picture so that you could see what I saw. **Photo#37.** More scenery to view in **Photos#38 & 39.**

Love ya lots
Grandpa Dan

Log entry date *September 4, 2006*
Trip odometer *7000*
Odometer *18159*
Miles/Gallon *27.5*

I adjusted the carbs one flat leaner. We reached elevation 5000 feet today. The lifters are making more noise.



Photo #36 **Devils Tower National Park**

Devils Tower rises 1267 feet above the Belle Fourche River. Once hidden, erosion has revealed Devils Tower. This 1347 acre park is covered with pine forests, woodlands, and grasslands. Deer, prairie dogs, and other wildlife are seen. Also known as Bears Lodge, it is a sacred site for many American Indians. President Theodore Roosevelt proclaimed Devils Tower the first national monument in 1906.



Photo #37 **Prairie Dog @ DTNP**

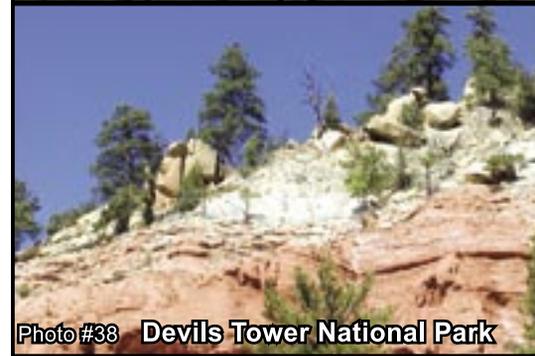


Photo #38 **Devils Tower National Park**

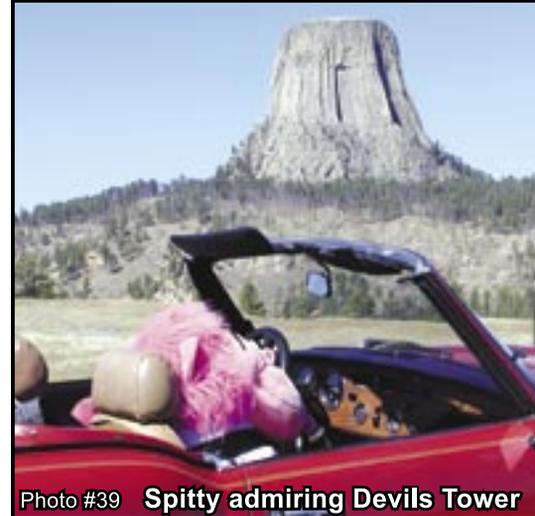


Photo #39 **Spitty admiring Devils Tower**

Tuesday, September 5, 2006

Exiting Sundance, WY, Spitty and I headed south on Hwy 585, then east on US 16, returning to South Dakota. Our first stop was at The Crazy Horse Memorial. The Crazy Horse Memorial is such a colossal undertaking that I doubt that it will ever be finished. This picture shows what has been completed as of today **Photos#40** and the inset is a 1/34 scale model shows what it is intended to look like. From Crazy Horse, we went to Mount Rushmore and I took the standard Mount Rushmore picture **Photos#41**. But, I did miss the opportunity of a life time by not having my camera ready when old Abe Lincoln started winking at the tourists. (Said with a wink!) From Mount Rushmore we followed our tracks back to Custer, than started braking new ground. In Wind Cave National Park we found a herd of buffalo that had apparently taken time out from roaming the range to do some napping **Photos#42**. Finally we arrived in Hot Springs, SD where we are now. Here I visited Evan's Plunge which is fed from 87 degree spring water that rises up through the pools stoney bottom at a rate of 5 thousand gallons a minute. Fifty years ago while on a family vacation, I had swam in Evan's Plunge. I wanted go inside to test my memory. In spite of the fact that the present building was put up in the seventies and water slides have been added, it still looks a lot like I thought it should **Photos#43**.

Log entry date *September 5, 2006*
Trip odometer *7162*
Odometer *18321*
Miles/Gallon *30.04*

I adjusted the carbs one flat leaner because I was running at 5k ft elevation and then put it back the way it was because I'm down at 3.5k ft. As of now, the carbs are one flat leaner than normal. Checked tire pressure, oil, wheel lugs and water. Added a little water to overflow bottle.

Wednesday, September 6, 2006

Today's entry is an email to my grandson. Dear James-

Today, I heard a very interesting stories and I will tell share it with you. This story was about some mysterious bones. This is a true story.

A long time ago, when your mother was just a baby, a man in Hot Springs, SD decided he wanted to build a house. He owned some property that had a small hill on it and he wanted to place the house on the hill. But, before he could start building, he had to scrape away some ground.

Well, as soon as the bulldozer started scraping, it uncovered some very mysterious bones **Photos#44**. He had never seen bones that were so large. He stopped bulldozing and reported what he had found to an expert. When the experts arrived, they started to very carefully uncover more bones **Photos#45**. If you think the bones look like tusks from an elephant, you are very close to being right. They are bones from a now extinct Columbian Mammoth - one of the biggest mammoths known to exist. Mammoths are close relatives of the elephants. Here you can see what scientists think a Columbian Mammoth looked like **Photos#46**. Here is a picture taken at the Mammoth Site entrance **Photos#47**.

Love Ya lots
 Grandpa Dan

Log entry date *September 6, 2006*
Trip odometer *Not recorded*
Odometer *Not recorded*
I put on about twenty miles in the Hot Springs area. They will be included in tomorrow's log.

Thursday, September 7, 2006

This morning the Spitfire made the climb out of the Hot Springs, SD basin - taking US 18 west. Ninety miles from Hot Springs we stopped at Lusk, WY for gas. Lusk has a fresh new look to it, lots of new pavement and very few buildings in disrepair. The town is obviously thriving. Which was a surprised to me, because, it is situated on a grassy arid rolling plain out in the middle of nowhere. But, the gas station, although neat and newish looking, had a gas pump that still required an attendant to come out and reset the pump to zero. I don't remember the last time I've seen a pump like that. And the pump looked new also. From Lusk, I continued west on US 18. About 20 miles west of Lusk, I saw four coal trains - each a mile long. Some were loaded with coal and were moving slowly eastward. Some were empty and were parked. But, I saw no coal mines or even any coal piles. It appeared to be a coal train staging area. Somehow, I think there is a connection between Lusk's posterity and the coal trains. Forty miles from Lusk, I turned south on I-25 and am presently in Cheyenne, WY. I am pleased to report that the capital building at Capital City Number 31, Cheyenne, WY has been taken, in not quite full sun, at about 2PM **Photos#48**.

Photo #40 Crazy Horse Memorial



Photo #41 Mount Rushmore

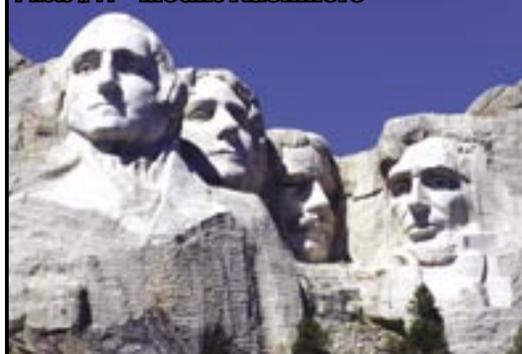


Photo #42 Herd of Buffalo



Photo #43 Evans Plunge



Photo #44 Mammoth Bones





Photo #45 Mammoth Bones



Photo #46 Mammoth



Photo #47 Mammoth Site



Photo #48 Cheyenne, Wyoming



Photo #49 Statue @ Cheyenne

Dear James-

When I visited the capital building at Cheyenne, WY, I saw this really neat statue of a cowboy riding a bucking bronco. The bronco is trying to throw the cowboy off it's back. And the cowboy wants to ride as long as he can because he might win a prize. Here is the picture **Photos#49**.

Love Ya Lots,
Grandpa Dan

Log entry date *September 7, 2006*
Trip odometer *7449*
Odometer *18608*
Miles/Gallon *27.42*

Friday, September 8, 2006

It was 52 degrees when Spitty and I left Cheyenne, WY. We headed south on I-25 under an overcast sky. Our goal was Capital City Number 32, Denver, CO. And it was taken "sunny side missing" at 10AM this morning **Photos#50**. At this point of our journey two thirds of the capitals have been taken but, we have only driven half the required miles. The math shows that the remaining 16 capitals are twice as far apart as the first 32. From Denver we turned west on I-70. It was here that the State of CO, showed us what mountains are all about. For 58 miles the Spitfire grunted and groaned as we climbed another mile in the vertical to reach the Eisenhower tunnel at Loveland Pass. It had rained the whole distance. East of the tunnel, my on-board ambient temperature gauge recorded the lowest temperature reached so far, 37F degrees. West of the tunnel, the temperature was 40F degrees, snow was hitting the windscreen and an elevation record of 11180 feet (GPS determined) was set. The next 8.3 miles, dropped 2000 feet. Then for 15 miles, the Spitfire grunted and groaned its way 1800 vertical feet upward to reach Vail Pass. From Vail Pass, it is a 90 mile downhill run until we reached New Castle, CO, where we are now.

Log entry date *September 7, 2006*
Trip odometer *7449*
Odometer *18608*
Miles/Gallon *27.42*

I have to talk a little about the fine accommodations I have found at New Castle, CO. My living space is the entire top floor of a brand new structure and the cost per night is zero. The "hotel" own-

ers have treated me like family. Here is the view from my window **Photos#51**. I wish I could bring this fine place along for the rest of my journey. But, my son Chris and daughter-in-law Jennifer insist that it stays in New Castle. As I will be spending two nights here, both my journey and my log will be halted until Sunday morning. - Then Spitty and I will continue west. ♦



Photo #50 Denver, Colorado



Photo #51 New Castle, Colorado

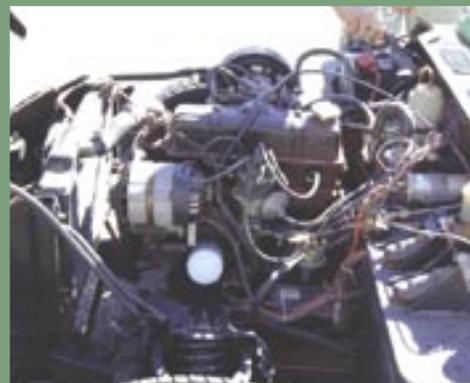
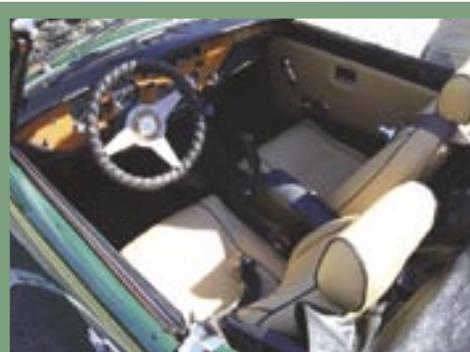
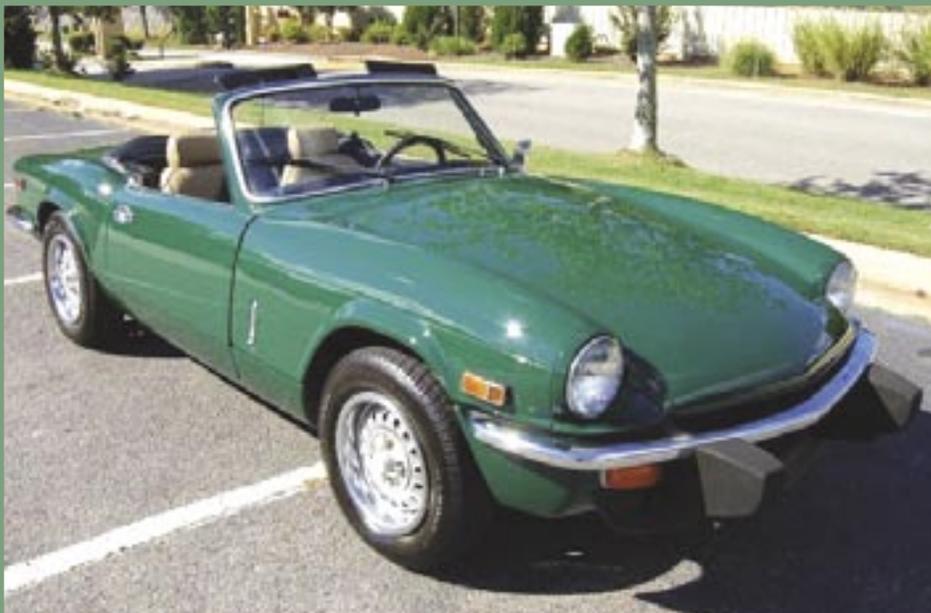


Photo #52 Spitty, ready to go.....

Dan has now completed half the mileage and two-thirds of the state capitals. Follow Dan & Spitty in Issue #25, as he travels through the Northwestern United States and heads down the west coast. Will his 1980 Spitfire make it. Find out. 7,500 miles and 16 capitals to go!

My Parents Spitfire

by Matt Stokley, Valdosta, Georgia



This is my 1978 Spitfire 1500. This vehicle was purchased by my parents about 7 years ago, but with the hustle and bustle of their busy lives, it got put aside for the majority of those years to decay in the corner of the backyard. This was always to my extreme discomfort, but being a poor college student working my way through school I could not see it possible to swoop in and redeem the potential I saw in the Triumph. Well, I met a girl and before I knew it I was asking her to marry me. With all the wedding planning starting between my fiancée Chrissy and her mother. I asked what I could do to make the day memorable. Let's just say I was surprised to hear something other than, "Show up on time and look nice".

She wanted me to get the Spitfire up to snuff and looking magnificent to drive away from the wedding in October 2006. I was excited and worried about the time crunch (3 months). The car had not run in years and the gas tank was out and rusting in the corner. After a dose of rust remover, black spray paint and some petrol, she was spitting fire again! I drove her 160 miles to my home that day and got 32 miles to the gallon after sitting for several years! The restoration took all of the three months down to the last minute! With help from CJ Findley's Collision, Prestige Autotrim, and Victoria British, the car has made it to what it is today!

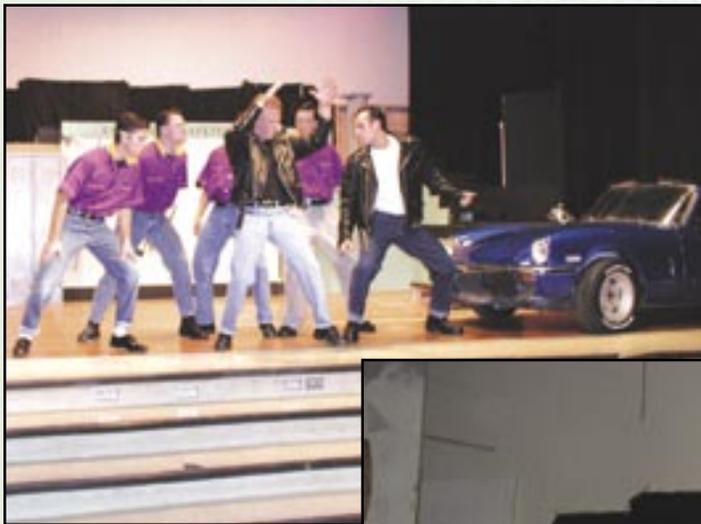
We both enjoy the finished product! ♦

Star of the Show

by Bruce Bennett, Louisville, Colorado

Our local theatre troop (*Coal Creek Community Theatre company*) needed a “*Greased Lightning*” vehicle for their production of “*Grease*”. They wanted to use a golf cart because the only doors to the theatre were double doors 54 inches wide, as the play was being held in an elementary school in nearby Boulder. I told the Manager I had a really nice TR-6, and a not so nice Spitfire. Because the car was supposed to be in disrepair, they chose my Spitfire. I had

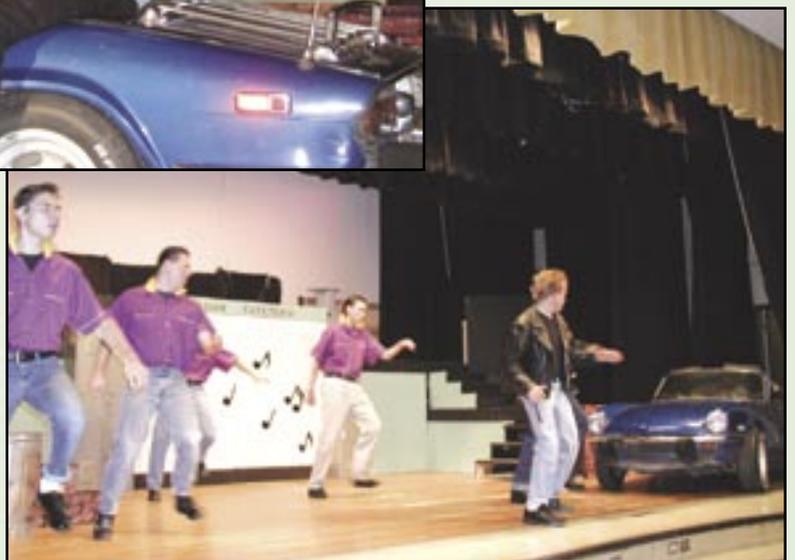
to take the mirrors off, drive the car up three stairs and into the side of the theatre stage, and each night after rehearsals & the show, we had to remove the car from the building due to fire regulations, (it still had gas & oil in it). The car was a HUGE success. I thought you might want to see photos from the stage production of “*Grease*” starring that *ALL AMERICAN muscle car*.... the **Triumph Spitfire!!!?** ◇



GREASE
is the
word!



Grease
is the
word...





Life, Liberty, and The Pursuit of

by Bill & Marie Tilford, Louisville, Kentucky

Most of you who read this already know the joys of owning a Spitfire. For the few who have never owned or those who are “on the fence” about buying a Spitfire let me enlighten you about the late models of the Squaretail 1500 Spitfire.

Life:

When you start your Spitfire experience you will discover all of the



f Happiness (Owning a Spitfire)

things that life is about. You will find the joy of resurrecting a machine that will take on a life of it's own. You will find a whole new world of friends. Friends that you will become closer to than people you have known for years. You will find peace of mind that only a quiet drive in the country will bring. You will find frustration after you spend hours trying to fit a part in place only to discover you did something really stupid to prevent it

from slipping right in on the first try. You may find sorrow when something expensive breaks. But the best emotion you will find is love. You will become even closer than you thought you could with your spouse as you experience the pleasure of the open road together. You will discover what true friendship means when you need help and a host of people will drop everything and come to your aid. There is nothing better than the warmth of friends that gather for a car related event.

You will quickly learn the capabilities of your Spitfire as you push it to the limit, never getting out of either second or third gear. It is a rush you will never forget. If flying down a hill at the limits of your Spitfire's ability to handle very crooked roads at a fast pace is not your cup of tea then you should consider cruising quiet sun dappled twisting country lanes at a leisurely pace. The late Spits make both a comfortable and safe driving experience. The late Spitfires can also cruise the "super slabs" with ease at

speeds that won't get you run over by the fastest of drivers.

The Pursuit of Happiness:

Nothing can make you happier if you are a Spitfire lover than the feel of the breeze on your cheek, the warmth of the summer sun on your face, the feel of your machine responding to your touch, and most importantly your loved one at your side as you take your Spitfire out for a drive.

Owning a Spitfire - "Red Rocket":

In September of 2002 we purchased our 1979 Spitfire. It was originally purchased in Springfield Ohio and remained there until we bought it. We first saw it at the British Car Day in Dayton in August 2002. We immediately fell in love with it and sold our 1985 Jaguar XJ-S and bought our "Red Rocket".



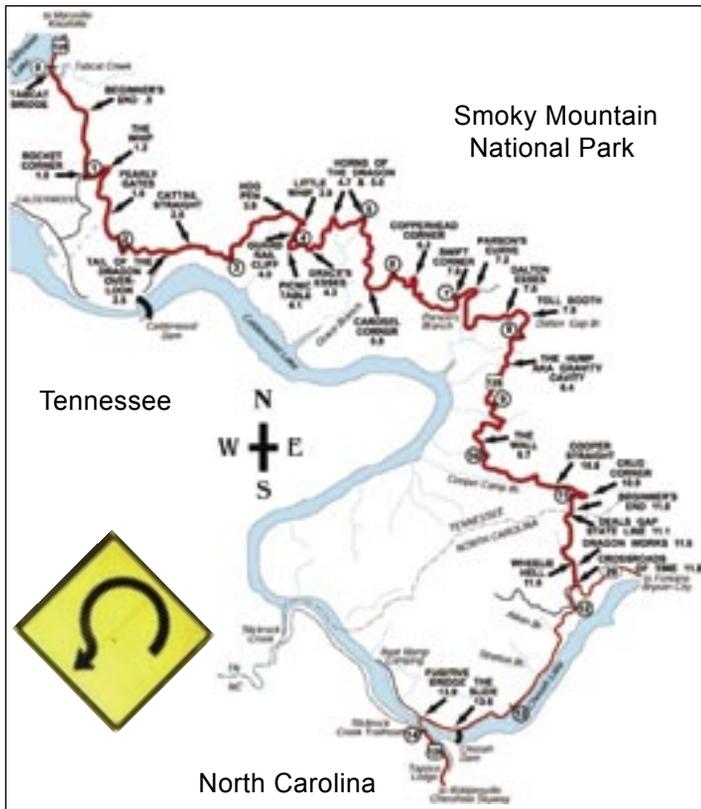
Before I purchased it, the previous owner replaced the rubber bumpers with chrome bumpers. The previous owner also had removed the side marker lights and we left it like that because we like the clean lines.



We installed a new, custom-cut zebra wood dash with full instrumentation including a Smiths clock (that keeps perfect time). We also installed a cruise control unit. The boot was replaced, and we removed the front spoiler and replaced it with a GT-6 center valance. A Petronix ignition replaced the cranky Lucas solid state ignition and an oil cooler was also added. In 2006 we put in an overdrive transmission. Cruising became a whole lot nicer!

In conclusion I want to pose the question: *How can you resist an Italian styled sports car that has the best handling characteristics of any British sports car?*

I couldn't and I am the better for it. ♦



Liberty:

Driving down the "The Dragon" (US Highway 129 at Deals Gap in the Great Smoky Mountains). Three hundred and eighteen hairpin turns in eleven miles!



Taming the Dragon

Aerial photo and information provided by Ben Steinberg, DealsGap.com



Reprinted by permission

Tennessee/North Carolina



Drivers from all walks of life are drawn to the seductive curves on *The Dragon* at *Deal's Gap*, also known as US Hwy 129. They make the trip to test their skills, or in some cases, to be bitten by the Dragon.

The area surrounding the Dragon was one of the last areas of North Carolina to be settled due to its inhospitable terrain. The southern Appalachian Mountains are made up of two separate ranges; the eastern range is the Blue Ridge Mountains, and the western range is known as the Great Smoky Mountains. For thirty-six miles along the TN/NC border the GSM are more than 5k feet in altitude with 16 peaks stretching to more than 6k feet. All of this altitude translates to treacherous travel, especially for the pioneers in their day, but also for us as motor-sport enthusiasts today.

In the 18th century settlers began to venture into the mountains of western North Carolina in more measurable numbers. The early 1700s saw a few adventurous trappers and hunters making their way into the area, and the ensuing battles between these settlers and the natives eventually led to the Trail of Tears. After the natives had been relocated and their land became available, more settlers took the chance of seeking out an existence on the rocky tops of the Appalachians. Part of the Dragon was cleared into a rudimentary

road to the Cades Cove Settlement following Parsons Branch in the early 1800s. During the late 1800s, there was a greater influx of settlers, and Graham County was carved out of Cherokee County in 1872.

In 1910, the Aluminum Company of America began the arduous task of surveying the land in Blount and Graham counties for the integrated development of the water resources the Little Tennessee River had to offer. On the NC side of the mountains in 1916, construction on the Cheoah Dam and powerhouse began. It was then taken over in 1919 by the Tallassee Power Company and in turn by its successor in 1955, Tapoco, Inc. The latter company was derived from the first two letters of each word of the former companies. With the birth of the public works that the new dams and their power brought to the area, construction of new roads and highways began in earnest. It was not until 1931; however, that Tapoco could be reached from TN by auto via the present day US 129 crossing into North Carolina at Deals Gap. Until that point, the choices were train or rail bus; and during the final stages of construction, the only access was by boat.



US 129 is an interesting road, even to those that do not ride motorcycles. It closely follows an old Indian trail that wound through Graham County before climbing the Smoky

Range and crossing into TN at Deals Gap, where it continues along the ridges before emerging at Calderwood, and finally on to Fort Loudon. The opening of US 129 brought



the benefits of tourist trade, which increased yearly with the public's discovery of the natural beauty that lay nestled in those mountains so difficult to reach previously. Much of this area is still devoted to national parks, such as the Great Smoky Mountains National Park, the Nantahala National Forest, and the Joyce Kilmer Memorial Forest.



Do you think you can handle the Dragon? ◇

California
killed the
Spitfire.

SPITFIRE 1500



1981 Canadian Spitfire owned by Lori Day & Geof Bush of Michigan

ing column was the same as the one being used in the TR7, and back at the factory. Cost reduction measures imposed by B.L. minimized unique parts where ever possible, and used the very same column in both cars. This moved the wiper/washer off the dash, and removed the under-the-dash ignition. Also, the horn was now on the turn indicator, and the steering wheel center was a filler plug. Despite some cost reductions the seats now had optional houndstooth cloth centers, giving more driver and passenger comfort.

OK, OK, before you get mad, give us a chance to explain the headline...

As 1976 faded away, so did the last of the 9.1:1 compression, unleaded engines and non-catalyst exhaust systems for the Spitfires. The 1977 Spitfire brought back the 7.5:1 engine, along with a modified intake manifold, and an exhaust manifold modified to support a catalytic converter. The

no-lead California engine was now the Federal standard for all imported Spitfires. The future would prove the new exhaust manifold design to be bad, causing cracks and leaks due to the weight and how it was suspended.

The Smiths service counter that had been installed on the firewall by the master cylinder was gone, and the speedometer cable was now one continuous piece. The radiator also changed to a slanted, narrow radiator, with electric fan.

Inside the cockpit, the '77 Spitfire sported a new and exciting look. The steering cluster of the older style Spitfires was gone, and a new, key in the column style had replaced it. A quick comparison told you the steer-



ing column was the same as the one being used in the TR7, and back at the factory. Cost reduction measures imposed by B.L. minimized unique parts where ever possible, and used the very same column in both cars. This moved the wiper/washer off the dash, and removed the under-the-dash ignition. Also, the horn was now on the turn indicator, and the steering wheel center was a filler plug. Despite some cost reductions the seats now had optional houndstooth cloth centers, giving more driver and passenger comfort.



On the outside, little was changed. The wheels returned to the oval slotted rims like those of 75 and before, but with silver, center caps. (See brochure on next page) The trim under the door handles were changed to satin black, instead of the previous polished aluminum. Bumpers again remained the same as in 75 & 76, but a new bonnet safety system had been designed.



The tilt forward design that everyone loved, was thought to be unsafe in a frontal impact without some modification. A "Hook & Loop" system was installed, along with some changes to the bonnet

HISTORY LESSON

SPITFIRE 1500 SPECIFICATIONS 1977 to 1981

Various year differences noted

Production Dates : August 1977 to August 1980
 Total Built : 60,561*
 Built for 1977 : 17,716*
 Built for 1978 : 21,189*
 Built for 1979 : 10,276*
 Built for 1980 : 7,456*
 Built for 1981 : 3,924*
 Commission Numbers : 1977 from FM 60001
 1977 from FH 100001
 1978 from FM 70001
 1978 from FH 110001
 1979 from FM 90001
 Last Pre VIN FM 111120
 1979 from FH 130001
 Last Pre-VIN FH 134637
 October 1979 changed to VIN
 1979-81 from TFXDWxxT000001

ENGINE

Cylinders : 4 in-line
 Bore and Stroke : 73.7 mm x 87.5 mm (2.90"/3.44")
 Cubic Capacity : 1493 cc /91ci
 Compression Ratio : US 7.5:1 UK/Euro 9.0:1
 Valve Gear : Overhead (pushrod)
 Valve Clearances : 0.010" (0.25 mm) set cold
 Spark Plug Type : Champion N-12Y
 Spark Plug Gap : 0.025" (0.64 mm)
 Firing Order : 1-3-4-2
 Ignition Timing : 10° BTDC
 Carburetion : Stromberg 150 CD4T- US
 Twin SU HS2E- UK/Euro
 Max Power : 53 bhp @ 5000 rpm- US
 Max Torque : 69 lbft @ 2500 rpm- US

PERFORMANCE

0-60mph : 13.2 seconds
 Top Speed : 94 mph US / 100 mph UK
 Standing ¼ mile : 19.1 seconds
 Overall Fuel Consumption : 24 mpg
 Touring Fuel Consumption : 41 mpg

TRANSMISSION

Clutch : 7½" diaphragm
 Top Gear Ratio : 3.89 US / 3.63 UK
 Third Gear Ratio : 5.42
 Second Gear Ratio : 8.40
 First Gear Ratio : 13.62
 Reverse Gear Ratio : 15.51
 Final Drive (Differential) Ratio : 3.89 US / 3.63 UK
 Overdrive : Optional: Laycock J on 3rd and 4th gears

CHASSIS

Construction : Backbone chassis supporting integral body
 Front Brake Type : 9.0" Disc, Girling Caliper
 Rear Brake Type : 7" x 1½" drum
 Front Suspension : Ind. Coil & double wishbone w/anti-roll bar
 Rear Suspension : Independent by transverse leaf spring with lower wishbones and radius arms

F/R Dampers : Armstrong/Monroe Telescopic
 Steering Type : Rack and pinion
 Steering Lock to Lock : 3¾ turns
 Wheel Size : 77-78 13" x 4½" J pressed steel
 79-81 13" x 5" pressed steel

Tyre Size : 155 SR-13
 Front Tyre Pressure : 21 psi
 Rear Tyre Pressure : 26 psi
 Front Wheel Alignment : 0-1/16" (0-1.6 mm) toe in
 Rear Wheel Alignment : 0-1/16" (0-1.6 mm) toe in

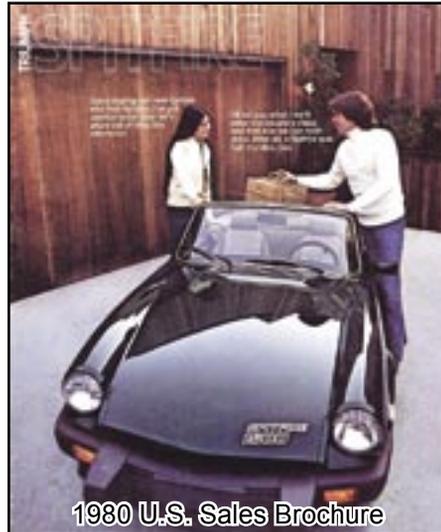
DIMENSIONS

Length : 12' 4" UK/Euro 13' 2" US
 Wheelbase : 6' 11"
 Width : 4' 10.5"
 Front Track : 4' 1"
 Rear Track : 4' 2"
 Height : 45 ¾"
 Clearance : 4 ¾"
 Turning Circle : 24'

CAPACITIES

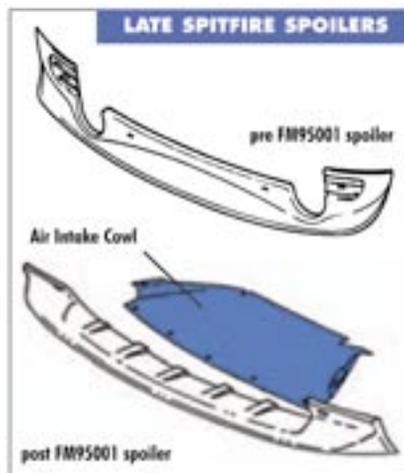
Fuel Tank : 7.2 gallons IMP (8.7USgal), 31 litres
 Engine Oil : 8 pints imp, 4¾ qts US, 4.5 litres
 Gearbox : 1½ pints, ¾ qt US, 0.9 litres -
 (2.4 pints, 1½ qt US, 1.4 litres with OD)
 Rear Axle : 1 pint IMP, ¼ pt US, 0.6 litres
 Cooling System : 8 pints, 5 qt US, 4.8 litres

*Production data is unclear on exact number of cars.
 BMIHT & other sources note errors and lost records in calculating numbers. Please use the figures listed as estimates only.



So from mid-1979 through the last US car off the line, black rubber bumpers were the standard, like them or not. Many restorers have refitted chrome bumpers to their 79-80-81 cars as they return them to pristine condition, but others choose to recondition their rubber bumpers and keep the original look. British & export cars not bound for North America kept the chrome to the end. Canada got the same thing as the US, rubber. You decide for yourself.

One other notable change that happened for the mid-1979 model was to the front spoiler. The spoiler was redesigned, and an optional pan added to give better air flow to the slanted radiator. (See issue # 15, pages 38-39).



The ad campaigns of the late seventies emphasized fuel economy, quoting 41 mpg highway, and 24 mpg city ratings. And even with the push for fuel economy, they could not resist mentioning the long racing history the Spitfire had accumulated. (See *Classic Ads on pages 32 & 33*) The 78 Spitfire was again advertised as the "**Strong Survivor**" in the legislative battles for US convertibles. B.L. was one of a few that continued to manufacture convertibles in spite of the possible ban to the entire US market. (That ban never came to pass). 1978 witnessed peak sales of Spitfires with 10,231 units being sold. A record never to be broken. (Sales figures listed at the end of this article).

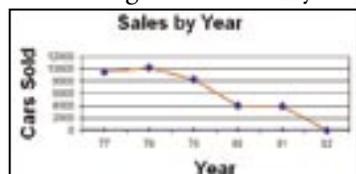
1980 saw the ad campaigns with rebates. Rebates were offered on TR7s, MGBs, and Spitfires. At first, the rebate on a Spitfire was only \$500, but as the end of the year approached, B.L. upped the ante to \$1000, giving you the "clean, classic look of a serious competitor" for only \$6365 (after rebate). This rebate was offered on remaining 1980 & 1981 models.

Late in 1979 Triumph converted their vehicle numbering system to the International Vehicle Identification Numbering (VIN) System. The last Spitfire made was **TFADW5AT 009898**. The various portions of this VIN defines the vehicle according to the following: **First character:** Defines the Marque. T= Triumph.

Second: Defines the model, F= Spitfire.
Third: Defines the market configuration, A = Base Model (Home or European), L= Canadian Market, V= US Federal (49 States), Z= California Market. **Fourth:** Defines the body style, D= Open, 2-seat roadster. **Fifth:** Defines engine type/size, W= Triumph 1500 engine. **Sixth:** Defines Steering/Transmission, 1= RHD/No Overdrive, 2= LHD/No Overdrive, 5= RHD/With Overdrive, 6= LHD/With Overdrive. **Seventh:** Defines the model year, 9= 1979, A= 1980, B= 1981. **Eighth:** Defines Manufacturing Plant, T= Triumph plant, Canley, Coventry.

While the sales of the MkIV & 1500 had held steady through 1979, other problems were going on at British Leyland. In 1975 B.L. had asked the British government for financial assistance, as they were struggling to stay afloat. Changes to keep in pace with US legislation had been cutting into the bottom line, as well as a less than favorable £/\$ exchange rate. This along with increasing oil prices was causing hardship for B.L.. Instead of focusing on improvements to their long winning Spitfire, the management continued to sink time and money into the TR7 & TR8. Leaving the Spitfire to suffer, and only receive minor changes as legislation dictated. **The California emissions legislation for 1980 killed the Spitfire. It could not comply with these new, tighter regulations, so B.L. withdrew from the California market (where half the cars were sold). That left low sales and lower profit for 1980, thus causing B.L. to close its doors earlier than expected.**

N.A. Sales figures for the last 5 years.



Yr.	# Sold
77	9,463
78	10,231
79	8,344
80	4,037
*81	3,924

*While the VIN stated these models were 81's, they were 'left-over' cars built before Aug 1980.

In August of 1980, VIN- TFADW5AT 009898 was the last Spitfire to roll off the assembly line, and ended up in the Heritage Motor Centre at Gaydon, Warwickshire, UK, where she continues to rest, for all to see. ◇

Join us in issue #25, as we focus on the after-factory Spit6 & C-GT6!

What it's like to sit in the last Spitfire ever made!

by Nick Moseley, British Columbia, Canada

My wife Nance and I visited the Heritage Motor Centre at Gaydon in the late Fall of 2004. A kind uncle drove us what seemed like hundreds of miles, so that I could make the pilgrimage and meet The Last Spitfire, eye to headlight. On arriving in the Centre, a guide offered to show us around. My wife informed her of my passion for British cars, and for Spits most particularly. She escorted us amongst the great automobiles, adding snippets of information as we darted from one automotive milestone to another. The Last Spitfire was left to the end of the tour. As we came around the final corner, my eyes lit up, it was like approaching the holy of holies. This car alone, even with all the other wonderful cars in this building, is what had prompted my wife and I make this trek.

I rushed over and started taking pictures from several angles. On being asked if I'd like to get in it, I double-checked to make sure our guide was not teasing, and gently opened the door. The Last Spitfire is a glowing yellow, with slim European chrome bumpers sparkling in the light. Michelotti's sexy swooping lines are still clean and fresh. There were miles on the odometer, so someone had the pleasure of driving this car. Inside, under the "factory" hardtop it feels "right" and perfect. The seats are like new, no sag in the foam, no mars on the material. The door latch snicks open with ease, and the door swings as if freshly lubricated. The feel of the seats and the way the car sits correctly on its suspension are very taut. You feel it regrets being cooped up inside, and pines for the days it was in the fresh air, squirting through corners, racing from bend to bend, raising smiles of pleasure in the driver from the tactile stimuli from steering wheel, pedals and seat. As a North American who has had Spits for years, getting into the Right Hand drive Last Spit feels a bit like coming home to a house in which the furniture has been moved. Everything is there, but on a different side. The Last Spit looks to be in excellent condition and well tended. I'm grateful to have been able to take the wheel of the last of a line of affordable and truly great sports cars. ◇



Nick sitting inside "The Last One"



"The Last One", May she rest in peace!

**SPORTS CAR CLUB OF AMERICA CHAMPION
8 YEARS IN A ROW.**



41 MPG. HIGHWAY 24 MPG. CITY WITH OPTIONAL OVERDRIVE
1977 EPA mileage estimates. Mileage may vary depending on how you drive, your car's condition and equipment. Estimates based in California.

**\$4500. "COULD BE THE BEST MONEY EVER
SPENT ON A CONVERTIBLE." - CAR AND DRIVER***

Base MSRP. Dealer price. Transportation, load, taxes, preparation and optional equipment extra.



TRIUMPH SPITFIRE DESIGNED IN ENGLAND

FROM THE LAND OF BRITISH RACING GREEN

For the name of your nearest Triumph dealer call 800-847-4700. In Illinois call 800-333-6882. British Leyland Motors Inc., Lansing, New Jersey 07433

Reprinted from New Yorker Magazine - October 1977 - 1978 Spitfire 1500

The Classically British TRIUMPH SPITFIRE

ROADSTER



The Strong Survivor

Triumph Spitfire. A strong survivor of the all but vanished breed, the roadster. Triumph built its first roadster in 1927 to take the narrow, twisty roads of England with its agile handling and track performance.

Two doors and rigging, along country lanes, the roadster perfectly expressed the beauty and romance of driving.

Today, Spitfire built to the original roadster concept. It offers the maximum amount of driving pleasure for a maximum of two people.

There's a generous interior room, including bucket seats, and, as a testament of Spitfire's heritage, a dashboard-styled four-spoke wheel.

Spitfire offers a larger road and straighter course with full independent suspension. Controls center with rack-and-pinion steering. And steps with two ground-level disc brakes.

A rugged 1700 cc engine and all-weather 4 speed with an electric over-drive option deliver the kind of

performance that help make Spitfire a Sports Car Club of America champion for the fourth year.

Find it. Jack has called Spitfire the best buy sports car you can buy.

The Triumph Spitfire Roadster. A classic example of the survival of the fittest. For the name of your nearest Triumph dealer call: 800-847-4700.

In Illinois: 800-333-6882
British Leyland Motors Inc., Lansing, New Jersey 07433



Reprinted from Car & Driver Magazine - March 1978 - 1978 Spitfire 1500



RACER

Spitfire's looks and specifications are enough to stir just about everybody who enjoys driving. Consider its bold racing credentials, some Sports Car Club of America class championships, and its other important sports car!

Spitfire—the sports car that built and sets the pace. Unlike styling given it a purity of line. And its city response comes from rack and pinion steering. Sport the parking of a

And the smallest the top gains down driving takes on an entirely new dimension. In this era of busy traffic and possible sports cars, they really only are used for Spitfires.



RACY

SPITFIRE

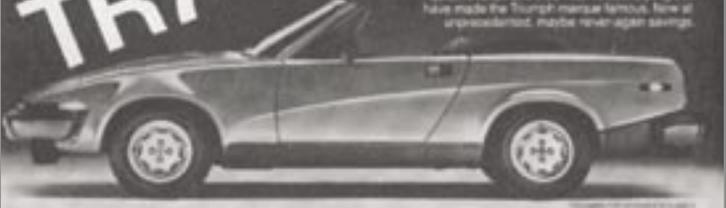
CAUTION: Driving on public roads is dangerous. Please do not drink and drive. © 1980 British Leyland Motors Inc.

Reprinted from Motor Trend Magazine - April 1980 - 1980 Spitfire 1500

THE ONCE-IN-A-LIFETIME ALL-CONVERTIBLE REBATE. HURRY! OFFER ENDS SEPTEMBER 30, 1980.

TR7 \$1000 REBATE

TR7. Make your best deal and get the best rebate we've ever given on top of that. Here's the exciting, wedge-shaped sports machine with the rack-and-pinion and cream suspension styling that have made the Triumph name famous. Now at unprecedented, maybe never-again savings.



MGB \$750 REBATE

MGB. It's one of the best-loved convertible sports cars in the world. Come in and drive an MGB. Make your best deal. There we'll give you a hefty \$750 cash rebate besides. It's the best deal ever on the wide open sports car, MGB.



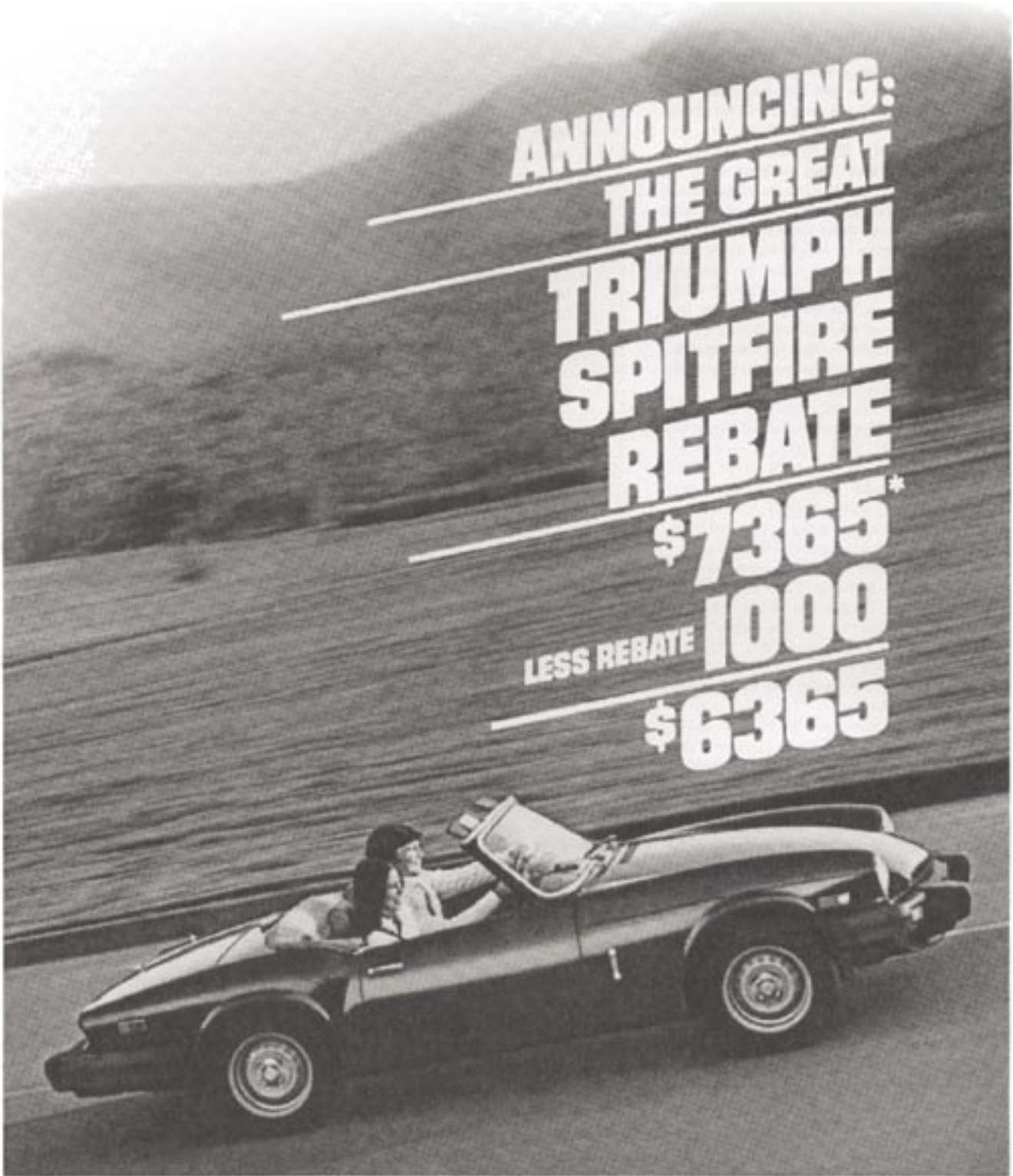
SPITFIRE \$500 REBATE

SPITFIRE. Come in and deal. When you've made your best deal, we'll sweeten it with \$500 cash. It's a chance opportunity to own this spirited roadster. Spitfire is synonymous with sports-car excitement—with 17 National SCCA Championships to prove it.



SEE YOUR NEAREST TRIUMPH DEALER FOR THE FULL DETAILS OF THIS OFFER. BY CHECK ONLY. *See dealer for restrictions. © 1980 British Leyland Motors Inc.

Reprinted from Sports Illustrated Magazine - September 1980 - 1980 Spitfire 1500



Here is your chance to own one of the most famous convertible sports cars ever built. The Triumph Spitfire, winner of 15 national class championships in SCCA competition.

The 1980 Spitfire has the clean, classic look of a serious competitor. It has the quick reflexes that can only come from a short throw, four speed stick shift, positive

rack and pinion steering, a race proven four cylinder engine and decisive front disc brakes. But the sum of all the Spitfire's track bred engineering is something you must experience for yourself — the pure pleasure of driving this exceptionally lively piece of sports car history.

But hurry. This offer is for a limited time only. And with a car like Spitfire, and a

factory rebate like this, they won't last long! For the name of the dealer nearest you, call these numbers toll-free: (800) 447-4700 or, in Illinois, (800) 322-4400.

*Manufacturer's suggested retail price P.O.E. for 1980 models. Does not include inland transportation, local taxes and preparation charges.

Jaguar Rover Triumph Inc.
Leonia, N.J. 07605.

Reprinted from Sports Illustrated Magazine - March 1981 - 1981 Triumph Spitfire 1500

Mad dogs and Englishmen aka: My Spitfire Adventure by Julian Saul, Holland

During the early months of the year 2002, Discovery Channel broadcast a series of programs colourfully describing the restoration of a Series 1 E-type Jaguar. In 15 weekly episodes, the viewer was able to follow the various stages involved in the restoration of a classic car, from the dawning of his original idea, right through to the first few miles on the tarmac, and including some of the inherent pitfalls associated with such an undertaking. This series effectively rekindled a childhood dream of mine. My 'dream' car though was of a slightly less adventurous format than that of Mark Evans the presenter, but nevertheless, it was for me the epitome of a classic automobile roadster, the Triumph Spitfire 1500.

At this point in time you would be looking in the mirror at a 52 year old male of English origin, happily married and father of two children, both of which had already 'flown the coop', and were busy developing their own relationships and careers. As an ex-mechanic, I had always maintained our mobile inventory, and as such it had become more of a hobby than a source of income. Home is a semi-detached house in the south of Holland with a 7.5 metre by 3 metre. (24' x 10') garage intimately attached to the side of the building with its own driveway. This would have to suffice as far as a working area was concerned. I also had a relatively basic selection of equipment with which I intended to do the job, including a mobile crane, and loads of enthusiasm.



This then is the beginning of the long march that resulted in my 'Blueboy'. My intention at the time was to find a suitable project car for a 'rolling restoration', but as nearly always happens in similar situations, things turned out slightly differently. The real search began by perusing adverts in the local papers, but there turned out to be very few Spitfires for sale. I did find one, and had a test drive, but the owner was not prepared to adjust the price in accordance with the physical condition of the vehicle. In due course, and having seen a variety of other cars, including one which was completely dismantled and undergoing a momentarily stagnating complete restoration due to extensive bodywork repairs, I turned my attention to the internet. It did not

take long to find a candidate Spitfire that took my fancy, albeit in the far north of Holland (it is a small country), my home being in the 'deep' south of Holland. The photograph of a car, an '79 ex-California Triumph Spitfire 1500, in white with grey plastic bumpers, which had been re-imported from the USA, and was reputedly in a restorable condition. A telephone call later and agreement had been made to view the car in question during the oncoming weekend.

The car was parked on the first floor of a garage cum warehouse, and although tightly squeezed together with a variety of other classic roadsters, there was sufficient space and light to assess the vehicle condition with reasonable accuracy. It seemed to be in fairly good shape, with minimal panel rust, but nevertheless well worn, and after some haggling with regards to the price, this



Spitfire had a new owner. A fortnight later, having organized a flat bed trailer, and transferred the payment the future Blueboy was on her way home towards a new lease of life. With a certain amount of difficulty and with my wife at the wheel, I rolled Blueboy off the trailer and up the driveway to her new residence. My garage was to be her home for the duration of the metamorphosis, although the major body and chassis parts were sent away for the 'odd jobs' requiring more expertise, specialist knowledge and/or equipment.

Home at last - Blueboy is a 1979 Triumph Spitfire 1500 California, built in October 1978, according to the plate in the drivers door frame. Externally, it was apparent that the vehicle had very little panel rust, superficial or otherwise, which was for me one of the major selling points due to the restricted work area available. It was also very apparent that this little car had seen very little maintenance in it's latter years, and the mechanical parts were well worn.

Having visited numerous websites all addressing Spitfires, their specification, purchase, ownership, maintenance, repair and restoration, I thought that I had gained most of the necessary information to enable me to find and buy a Spitfire in a reasonable condition. The club sites in particular, nearly always advise being accompanied by a 'knowledgeable' companion when viewing/assessing potential candidate purchases, to preclude the majority of inevitable pitfalls. I did not as I learned to my cost in the next few years!

Blueboy, in her NMC white and rust coloured two-tone, was at long last parked in my garage. The photographs show Blueboy as I first saw her advertised on the internet and later loaded on the trailer ready for the trip back home. The restoration operation began by removing all of the soft furnishings of the interior and soft top, all of which received a one way ticket to the dust bin.

This part of the operation proved to be an unbelievable 'voyage of discovery', mainly due to the ever-increasing quantity of worn out parts discovered. The seat covers and cushions, the floor coverings and gearbox cover all had to go. Other items such as the door interior cards, soft-top frame, wiring harness, rear trim panel, steering wheel, dashboard parts, bumpers and bumper covers, windscreen, wheel trims, etc., were re-usable after minor repair, so they were carefully stored in the garage and attic prior to their resurrection, and later to be accompanied by a multitude of other ancillary parts and the arrival of the new parts.

The bonnet, due to its size, presented an immediate problem as regards temporary storage, and underwent many return trips between car and other locations prior to finding a place where it could stay without getting in the way.

With most of the smaller interior parts removed, the car was now raised onto axle stands for the remaining dismantling process. As the parts were removed they were initially visually assessed as to their usability/repairability prior to cleaning at a later stage. Even at this stage of the project the list of 'parts to buy' was becoming rather disconcerting. The tyres were all displaying parts of their innards, and the front suspension had been 'modified', whereby one of the turrets also had to be replaced.



Nevertheless, the dismantling process progressed expeditiously, identifying the various parts and their respective locations to ease the re-assembly process, and listing those parts which needed repair or replacement.

As one can imagine, even with such a relatively small car, by now the amount of available free space within the confines of the garage and attic were becoming extremely scarce, so it was time to look around for some additional storage. The body to chassis fixtures had all been removed and the next step was to find further temporary storage for the body to enable final disassembly and repair of the chassis.



Restoration of chassis and body components:

After some research into the various methods which were available for the removal of the old paintwork and rust, I received the name and address of a company which had built up a good reputation in the application of media blasting and surface powder coating of thin metal sheet and classic car bodywork in particular. A personal visit there concluded my deliberations with regards to the process of choice and to my relief they were also able to temporarily store the remaining body parts prior to their treatment. The chassis frame would be the first item to be processed, the body tub, bonnet and boot lid were to wait until I had been able to complete the chassis reassembly.

On completion of the chassis frame disassembly, a few minor repairs were performed and the frame checked for trueness. From there it was taken away for media blasting, where it received a zinc primer coating followed by a double layer powder coating. Together with the chassis, all suspension components and front lower valances were also media blasted, zinc, and powder coated for optimum durability.

The colour choice had been rather arbitrary, as I rather liked the original white, but my other half had a preference for a royal blue, mentioning that white dirtied very quickly. I had not envisaged going back to an original colour, so I was able to choose from the entire RAL colour palette and went for RAL5002, a beautiful blue. In hindsight I have enjoyed my/our choice ever since. The chassis colour of course also dictates the body colour, which being one of the RAL colours, should also simplify matching when necessitated, if that unfortunate situation ever arises. In the meantime, with all of the major components out of my way, the opportunity arose to give the garage a much needed clean out, which obviously kept me busy for the next few days. Not only could I give the garage floor a good clean but I was also able to clean the major and other components and prepare them for dismantling or other destinations.

The return of the chassis after powder coating was for me THE turning point of the whole restoration project. It was difficult to believe that this was one and the same item that I had taken away some weeks back. At this stage the list of spare parts had grown to an unbelievable level,

and I was not only looking around for suppliers, but also for the best price/quality and after-sales service. This then becomes that point in time when things started to become expensive. The large amount of parts required happily enabled me to get a reasonable reduction in the total cost, and the first orders were placed.

During the reassembly, all suspension bushes



were replaced with polyurethane items rather than the standard rubber bushes, due to their limited durability. Further to this, new copper brake lines and armoured brake hoses were also fitted. At a later date, I replaced the original brake linings with EBC brake pads and shoes. It was definitely an unpleasant surprise testing the brakes for the first time, especially as my daily driver is a large Citroen with power-assisted braking!

Major mechanical components: The major mechanical components, such as engine, gearbox, and final drive were all well past their best and required complete refurbishment or replacement. The engine was eventually completely refurbished and brought up to the European specification of the time with new high compression pistons, camshaft, double valve springs, SU carbs. and new 4-2-1 exhaust manifold. All of the Californian emission equipment such as air pump, catalytic converter, and filters, were removed. The crankshaft big-end journals needed regrinding, and the timing chain and tensioner were also replaced together with all gaskets and seals. Neither the cylinder head nor engine block required resurfacing. The valve seats were of course replaced with ones for lead-free usage and the cylinder head air injection ports were blocked off using ball bearings.

The gearbox, on dismantling showed severe signs of abuse, whereby the reverse gear idler and lay shaft had more than just loose teeth. As a result I decided to replace the gearbox and was able to source a complete single rail gearbox and

J-type overdrive as a unit together with all accessories such as gear lever, prop shaft, wiring loom and mounting plate. When bought Blueboy was not fitted with an overdrive but research made it an obvious choice to upgrade the car with, improving cruising and lowering fuel consumption.

Last but not least, the differential was now checked over, and discovered that it had the 4.11:1 ratio which I changed for the 3.89:1 ratio unit fitted as standard to the European models.

Body parts and exterior finish: Relatively speaking the body was in a fairly good condition, with the exception of the boot lid which needed replacement due to excessive rust damage, and the frontal section of the bonnet which had been extensively repaired with a very thick layer of filler after modifying the bent metal to look like a sieve. A polyester replacement was sourced for the boot lid and fitted, but is unfortunately not as good as I would have liked it to be and am I now looking for an original metal replacement. The bonnet required some new panels and extensive straightening before finishing.

Noticeably all of the door hinge pins were rusted solid in their respective hinge plates and had sheared, requiring complete renewal of the hinges. All body components were media blasted after which a zinc and epoxy primer were applied prior to their visit to the body shop for finishing and paint, as already mentioned in RAL5002. The soft-top frame was completely stripped, media blasted, powder coated and reassembled with using new bushes,



Interior: As previously stated the interior was completely removed leaving the dashboard top and instrument panel to repair. The dashboard top received a hard plastic cover to hide the extensively sun-damaged surface, and the instrument panel although the veneer had been extensively cracked was repaired with extensive use of adhesive, wood stain and several coats of marine quality varnish. The seat frames, one of which had the backrest repaired, were completely stripped and refitted with new cushions and covers. The interior carpeting was also completely renewed.

All instruments were stripped down, cleaned, serviced and reassembled prior to refitting, none of which required replacement. Before refitting the dashboard, openings were cut out to accept a

new clock and an oil pressure gauge, which were duly fitted. The original gearbox cover was in an extended state of disintegration and was replaced with a fiberglass item.



Exterior: The car was re-sprayed with a modern acrylic paint using a clear top coat, after which both chassis and body were extensively soaked in several treatments of Waxoyl to try and keep the rust-bug away in the coming years. After re-assembly, the soft-top frame received a new double duck soft-top, which was fitted with some trepidation, but it finished the job off just right. Contrary to most Spitfire fans, I do like the bumpers (fenders) of the '79 and '80 models, and as such have retained them on my car. After a good rubbing down they were re-sprayed in black and refitted.



Reassembly: The reassembly went very well with minor exceptions. Once the chassis had been completed with engine and gearbox/overdrive assy., final drive and hubs, brake and fuel lines, the completed body tub was refitted. After securing the tub to the chassis, the wiring loom was refitted in its entirety, and received some extra protection to certain places to increase the level of protection from protruding edges and prevent unnecessary short-circuiting.

Finishing touches: Without entering into the discussion as to the necessity, or not, of the engine side panels, I decided to fabricate a set of new ones from sheet aluminium, each with a stiffening rib along the inside. I have found that this protects the engine compartment from any spray and dirt thrown up by the wheels, apart from the esthetic improvement, that is.

There was another grey area with regards to the lower air cowl which is only fitted to the '79 and '80 models, and I only discovered this by good fortune and the web site of Rich Kosier in the USA! The front spoiler was not exactly well-mounted without this spoiler, only being held on with a single bolt at each end, and without

the cowl it also reduces the cooling effectiveness of the system. Unfortunately, the air cowl is no longer available, but with help from Rich and a photo from an old parts catalogue he sourced, I was able to fabricate a suitable replacement. The filter canisters previously used for the fuel fumes have now become a depot for small spare parts such as rotor arm and distributor cap amongst other things.

Modifications: Much to my own surprise there have been a large number of modifications to Blueboy. Apart from the 'upgrade' of the engine to the European specification, there have been twenty five other modifications performed, varying from polyurethane bushes to Grose jets to halogen headlights and bracket covers. All of which, I think improve the reliability and drivability of the car.

Acceptance testing & registration: Virtually two years to the day on the 16th June 2004, I secured an appointment with the local Vehicle Testing Station for acceptance and registration testing. I had mounted the special 'license plates for the day', and once the wheel alignment had been suitability readjusted, went off to have Blueboy inspected. Happily, all went well and a within a week I was able to get a new set of license plates made and fitted. Blueboy was back in her element on the sunshine filled roads of Holland, with of course a very proud owner.

Conclusions: was it worth it? Yes and no! It

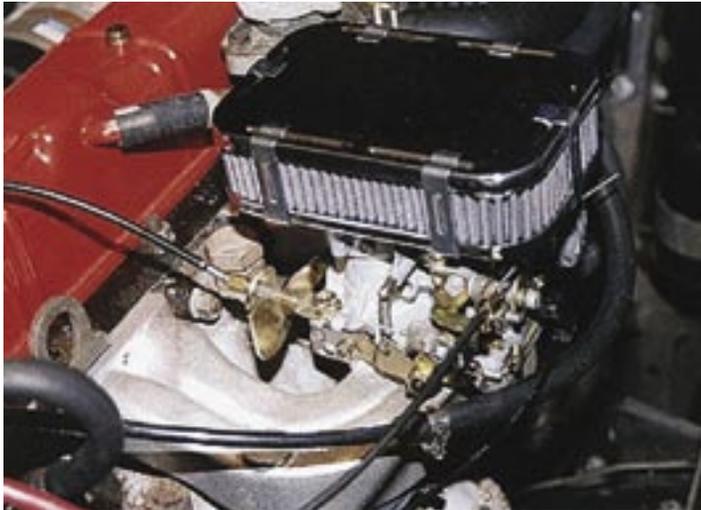
was the realization of a boyhood dream. I now have a car, a Spitfire which is more or less all that I would/could have wished for, but seeing the costs soar ever more during the progression of this project has detracted somewhat from the total satisfaction. Nevertheless, since being back on the road Blueboy now has an oil cooler, Mini-lite wheels, a Mountney steering wheel and a voltmeter, amongst other things. We have driven close on 10,000 miles without a breakdown. Driving the car, especially on a beautiful sunny day with the wind in your hair, is fantastic. I like the lines of the car, the look and the feel, even its shortcomings! I recently read a comment from a fellow Triumph owner who was referring to his much-loved Triumph Vitesse, and how he had been 'shaking it down' since having restored it many years ago. This certainly also applies to my Blueboy " ... putting right all those things that turned out to be not quite as they should have been for a number of reasons... no matter how careful you are, sometimes the quality of work done is not good enough, or the quality of parts is well, below par... bad heat treating, things don't fit etc... then there's the stuff that simply deteriorates over time."

A more extensive resumé of Blueboy can be found on my web site at <http://www.xs4all.nl/~msaul> for those of you who are curious. There, I also described some of our experiences in the ensuing years of ownership. ◊

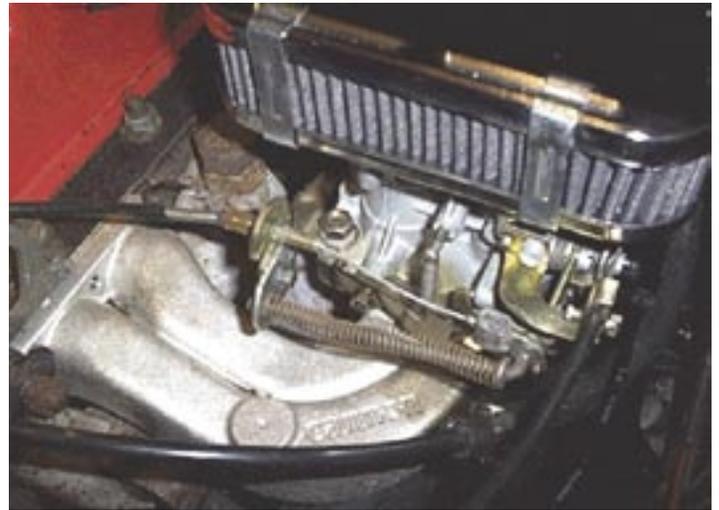


Weber DGV - Return Spring Mod by Rich Kosier, Connecticut

Back in Issue #13, page 43, we covered an article from Rich about installing a Weber Carburetor in his Spitfire. The following is an addendum to that article.



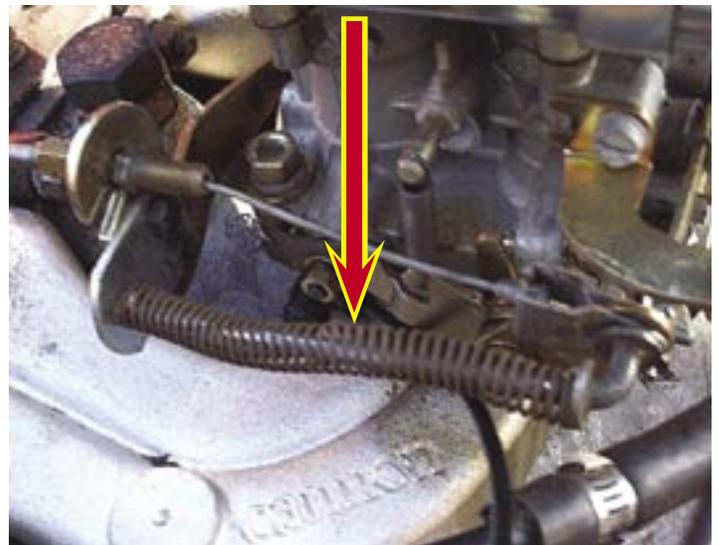
Before photos above & below.



After photos above & below.



New return spring added.



I have had numerous inquiries concerning my Weber conversion and I believe that my “new and improved” return spring modification is a real necessity to the 1500 Weber conversion.

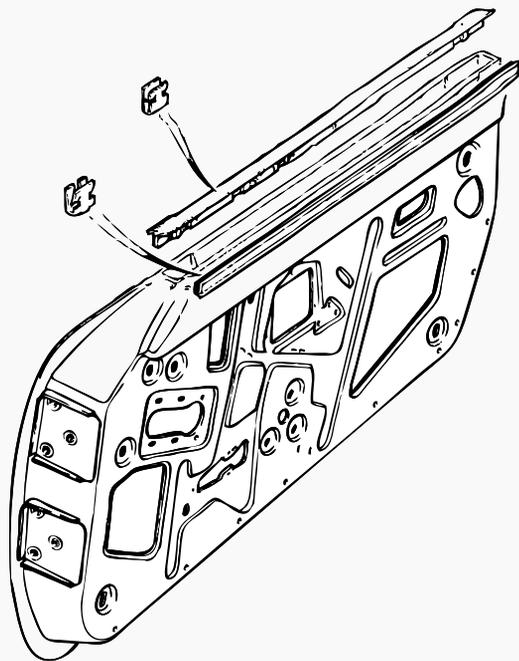
The one item I did modify was the return spring or actually I added this as there was not a provision made for this feature. The spring that is part of the carburetor assembly was not strong enough for my liking to return the throttle plates to their idle positions. The accelerator pedal felt very “weak” and did not have the positive feel that I felt necessary and had become accustomed to. There was no practical way of connecting a return spring to the stock Weber and Cannon manifold as delivered. I fabricated a bracket which bolted to the supplied accelerator cable bracket. In doing this, I extend the throttle cable bracket and used the return spring and shaft from a ZS carburetor. (see photos) The shaft from the ZS carburetor is a perfect fit and it holds the throttle cable in place on the Weber just as it does on the ZS carburetor.

It was a quick and simple remedy that is still in place today

and working flawlessly. I now have a much more solid feel to the gas pedal and I am not depending on the pedal return spring and carburetor shaft spring for positive closure action of the throttle plates. ◇

Window Waist Seal Replacement

by John Goethert, Tennessee



Removal of Seals

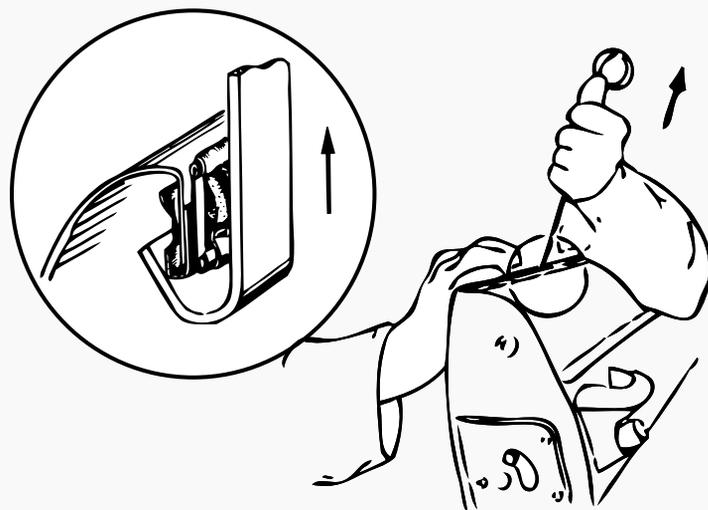
Lower the window. Starting at one end, insert a large but thin screwdriver between the door metal and seal. With the heel of your hand bump the screwdriver down pushing the clip loose. Work your way across the door.

Replacement of the Seals

Having the door panel off can greatly ease the installation of the seals but not necessary. You WILL drop a few clips into the door and no door panel makes it easier to get them back out. It will allow you to hold the seal in place from inside the door with your hands. You will need a special tool but it can be "homemade" or another object of similar shape can substitute.

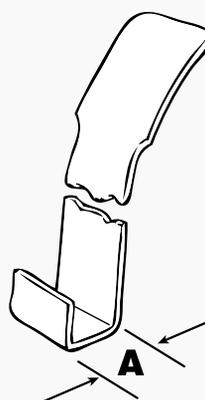
Outside Seal (rubber): Fit the clips to the seals and lay the seal on the top of the door in roughly the position the seal will be. Because once the seal is in place, it is difficult to see the clip's location. Mark their location with masking tape. Use your special tool to pull the clips into place. Remove the tape.

Inside Seal (fluffy): I found it a lot easier to fit the clips to the doors first not to the seal. Use your special tool to pull the clips into place. Next snap the seal into the clips.

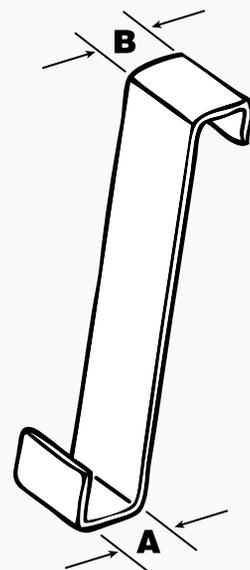


My homemade tool was fashioned from an old curtain bracket laying around in my workshop. It was bent into the "J" shape by hammering it. One trick I found is that if you can make your tool hold the clip firmly they are less likely to fall into the door. Put a clip in the tool and hammer the "J" until the clip is tight in place but not too tight or it won't let go on the door.

Also, there are two sizes of clips. The thinner ones go to the outside (rubber) seal and wider ones go to the inside (fuzzy).



There are two sizes needed for "A", $\frac{3}{16}$ " for inner seal, $\frac{1}{4}$ " for outer seal.



A second option for the tool is to fashion the metal to have 2 "J's", one on each end, in the two sizes needed.

A - $\frac{3}{16}$ " for inner seal,
B - $\frac{1}{4}$ " for outer seal. ◇



Sorry for the pun, but for once I can use that term.

On the 15th of July 2006 the 2nd annual Ottawa British Car Day was held. Mother nature was playing games with us so the attendance was a touch down from the previous year, but over a 150 British cars and their owners showed up at Lakeside Gardens by Britannia Beach in Ottawa. The venue was packed with stunning examples of fine British automotive history: Marcos, Austin Healey, Mini, Jaguar, MG, Land Rover, Morris, Lotus and most importantly, Triumph. For me, this show was particularly special. It was the first major outing of my 1968 GT6 MK1 since late 2001. I had been working non-stop since May to get it on the road. In fact, the drive to the show was part of the initial shake down.



The response to the GT6 was phenomenal! I barely had time to get away from the GT6 to take pictures of the event. As it turns out, a fair number of people in Ottawa have been watching my progress. My involvement with the Ottawa Triumph Club and work with the show had exposed the project to other owners. Many MG and Jaguar club members came over to tell me how much they enjoyed the effort.

I spent a lot of time fielding questions about the lesser-known GT6 and also rekindling a lot of good memories for people who once owned one of these little gems. A lot of people asked about the straight 6 and carb setup. The wedgwood blue paint job was a hit too. That really made me happy.

At one point we even got a bit of British weather and had to wait out a torrential downpour that lasted almost 40 minutes. Although we all got soaked and suffered some damp interiors, everyone remained in good spirits. The hot sun came back out and everything started to dry out quickly.

Finally the best in show awards were announced.

In 3rd place was a beautiful late model V8 MGB GT in a stun-

Triumph by Design

by Andr  Rousseau, Ottawa, Ontario, Canada

ning shade of purple. A bright red TR8 owned by a local Triumph Club member took 2nd place. And voted best in show, 1st place by all the participants, was my wedgwood blue 1968 Triumph GT6 MK1. I, to put it lightly, was stunned and taken very much off guard. I'd never won something like that before. The fact I was voted for by the other owners and not just my peers from the Triumph club really made it special. Everyone looked past the work that needed to be done and saw the time and effort put in by myself, family and friends had put into the little MK1.

For me this is the icing on the cake, but what a cake! :) On more than one occasion, I've been tempted to cut her loose and start fresh or forget about the whole lot, but I'm stubborn and wanted nothing more than to have my GT6 back. This award tells me I was on the right track. Over the next few months I plan on finishing off a lot of small jobs and fine-tuning the car as I go. Over the winter, I hope to install an over drive and slower differential. Then I'd like to finish off the interior and all the chrome that needs to be plated or replaced.

As usual, I have to thank a lot of people who have given up many of their own hours to help me chase a dream. I must pay tribute to my wife, Laura, who has been a very understanding Triumph widow. She kept our new son, James, busy while I played outside on the GT6 getting ready for the show. *Thank you, honey. You're the best.*

Now I can drive and I have been driving a lot. The other evening I was bombing down the road and had to smile. Four years of hard work, countless man hours, a whole lot of money and all of it worth it - because now I can just drive.

Thank you all! ◇



ROLLIN' on the RIVER in Chattanooga, Tennessee

by Bob Spruck, MotorMouth/South



Car shows aren't just car shows anymore. They are "happenings". Seems every one of them

has a whole plethora of additional activities to attract participants and their families and/or friends. Tours of local roads, autocrosses, banquets, and famous guest speakers are all some of the attractions that have replaced the dash plaque or T-shirt as the draw. And they work, too!

Take, for instance, the Rollin' on the River Show run by the Southern British Car Club of Chattanooga, TN on November 3rd to the 5th. This is usually a fairly small, quiet, yet real nice event that ordinarily draws from the immediate Chattanooga area with a few cars from Atlanta, Knoxville, and Nashville. The kind of show where everybody knows everybody else and sees them at Club meetings, at church, or at the Wal-Mart during the week. This year there were a few new activities that seemed to accomplish what they were intended to do, i.e. attract more people, with more unusual cars (and better prepared cars, for that matter), from further afield, and make them want to return next year. A healthy 115 cars in 26 classes were registered for this 14th annual gathering. The Friday night dinner in the Grand Central Station of the Chattanooga Choo Choo Hotel included 175 hungry participants, music by the Mid-South Concert Band, and, for the first time ever, Valve Cover Racing inside the Grand Station. Barry

Rosenberg and Mike Cook from Atlanta's Peachtree MG Registry organized and ran this entertaining and fun activity.

Prior to the gathering of the cars on the show grounds Saturday morning, a car wash station was provided for all entrants. While the cars were being shown and the guys were trading stories, the ladies were able to peruse for Christmas gifts displayed by a number of vendors of local crafts in the big Hall. After lunch, the Club provided maps and guides for a driving tour of local sites, especially those allied with the Civil War, and a drive up Lookout Mountain. Fifty cars took the tour on a beautiful and colorful Fall afternoon. The usual Saturday night banquet was replaced with a dinner cruise on the Southern Belle Riverboat down the Tennessee River. Almost 150 took advantage of this very pleasant and different evening.

There were only three Spitfires at the show, but surprisingly, two of them were identical! George and Noni Mason, from Maryville, TN and David Boger, of Vestavia Hills, Alabama both had beautiful 1964 Spitfire 4s while Sandy and Barry Marshal brought their red 1980 model from Powell, TN. The two '64s were identical except David's had wire wheels and George's had steel wheels. Both even had white hardtops. It must have been the wire wheels that convinced the voters to give David first place since both were otherwise very, very nice.

Sunday morning saw a complimentary coffee and pastry breakfast to send off old and new friends and to make a last request that they come back next year. Most said they certainly would.



1964 Triumph Spitfire - David Boger - 1st Place Spitfire

SOUTHERN BRITISH CAR CLUB 2006 CLASS WINNERS

CLASS B - JAGUAR

1963 Jaguar E-type Ed Overmyer Ooltewah, TN

CLASS D- Triumph

1965 Triumph TR-4 Jeff & Julie Sharp Knoxville, TN

CLASS H Triumph-TR-6

1972 Triumph TR-6 Bob Armstrong Florence, AL

CLASS G – Spitfire

1964 Triumph Spitfire David Boger Vestavia Hills, AL

CLASS H – MGA

1957 MG-A Kelly Young Florence, AL

CLASS I- MG-TC

1946 MG-TC Charles Clark Florence, AL

CLASS J – MG - TD

1952 MG-TD Ellis Carlton Atlanta, GA

CLASS K- MG-TF

MG-TF 1500 Jim Kennedy Chattanooga, TN

CLASS L – MGB 1962-1969

1966 MG-B Charlie & Dreama Johnson Knoxville, TN

CLASS M MGB – 1970-1974

1972 MG-B Bill & Janet Gillson Marietta, GA

CLASS N – MGB-1974 ½-1980

1976 MG-B Giles Gurley Killen, AL

CLASS O – MG-B GT

1974 MG- B GT Jack & Deanna Dowling Marietta, GA

CLASS P – Austin Healey (early)

1962 Austin Healey 3000 Gary Meyer Chattanooga, TN

CLASS Q – AUSTIN HEALEY – BJ 8

Austin Healey 3000 Lenard & Martha Thomas Stone Mountain, GA

CLASS R – Sunbeam-Tiger

1966 Sunbeam Tiger David & Marcy Schumacher Kennesaw, GA

CLASS S – Sunbeam-Alpine

1962 Alpine Bob & Judy Berghult Marietta, GA

CLASS T – MODIFIED

1979 MG –B V8 Chris Gore Dahlonega, GA

CLASS U - Riley

1967 Riley Elf Randy Burrows Chattanooga, TN

CLASS V – MINI

1976 Mini Saloon Frank Ambrister Knoxville, TN

CLASS W – OPEN

1933 MG –J 2 Bill & Sarah Richey Bowling Green, KY

CLASS Y – MIDGET *Tie between*

1976 MG Midget 1500 Hans Mohnen Birmingham, AL

1974 Midget Rhonda McCartney Acworth, GA

CLASS Z - SPRITE

1959 Austin Healey Sprite Herb Eaves Chattanooga, TN

BEST OF SHOW

1933 MG J2 Bill & Sarah Richey Bowling Green, KY ◊



▲ 1980 Spitfire - Barry Marshall



▲ ▼ 1964 Spitfire - George Mason



The VTR 2006 National Dallas/Fort Worth Texas

Photos provided by Blake J. Discher, Michigan

The members of the Red River Triumph Club thank the Triumph Car owners and lovers for coming to the Dallas-Fort Worth area for the 2006 VTR National Convention, to join in celebrating the 40th Anniversary of the Triumph's fastback, the GT6!

A review in photos...





John Ridings Lee, Dallas, Texas 1934 Triumph Dolomite 8C-2400 G.S.



THE CLUB SCENE

Bremerton Car Show

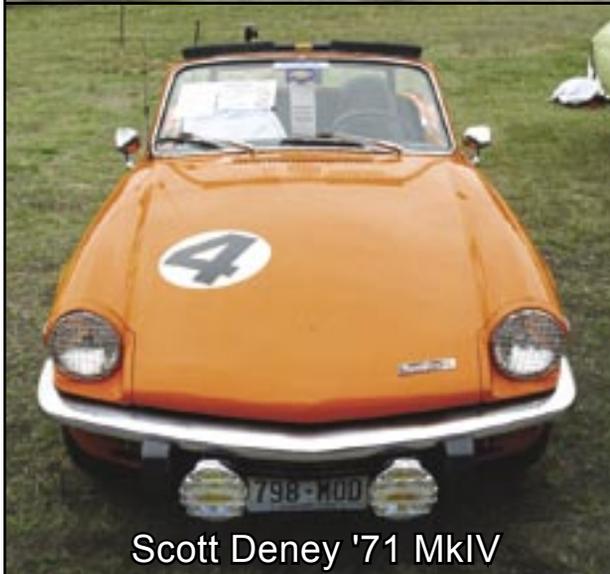
Bremerton, Washington Submitted by Scott Deney

Scott Deney here with the 71 Spitfire. A rally car. Well I went to a car show here in Bremerton, Washington, at the drag strip. You asked for some photo's. I was the only Triumph there.

It was so lonely, just me and the Spit. It was a cloudy day, but it didn't RAIN.....



The Strip



Scott Deney '71 MkIV



Scott Deney '71 MkIV



Washington state with Bremerton indicated in red.



The competition...

Coming up in issue #25

SPIT6 - CGT6 Conversions

The cars the factory forgot to make.
Send your photos and stories
about Spit6's & CGT6's.

Reach an international Triumph enthusiast...
Advertise in the *Spitfire & GT6 Magazine* Autojumble!

And try our package deals to get ads on TriumphSpitfire.com,
one of the highest Triumph traffic sites on the web!

call:
1-800-487-3333

email to:
tom@triumphspitfire.com

mail to:
Spitfire & GT6 Magazine
P.O. Box 30806
Knoxville, TN 37930

TRIUMPH

TR2 • TR3 • TR4-4A • TR6 • TR250 • SPITFIRE • GT6

SHOCK ABSORBERS:

	Each
REAR (Armstrong lever)	\$59.95
HEAVY DUTY UPGRADE	\$10.00
TR6 brake booster	\$175.00

BRAKE MASTERS: (Sleeved & Rebuilt)

TR6,7,8 Spitfire	\$125.00
Spitfire, GT6 (1968-76)	\$175.00
TR3, 4, 4A (TR2 Twin \$185)	\$95.00
Caliper (most models)	\$105-115
Clutch master	\$75.00
Brake sleeving only, brass or SS	\$40-\$75

CARBURETORS: (Complete Rebuilding)

Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves, gaskets, O-rings, FLOW BENCH TESTED\$395/pair
CARB BODIES REBUSHED and new throttle shafts \$75 each

Prices shown are for Exchange or Yours Rebuilt. Core charges apply if items are ordered prior to (and are refunded after) our receiving your old units.
S/H \$4.00-\$8.00 per item. **FREE CATALOG.**

Visit our web site: www.applehydraulics.com



1610 Middle Rd,
Calverton, NY 11933
631-369-9515
fax: 631-369-9516
Toll Free **800-882-7753**
www.applehydraulics.com
VISA, MASTERCARD, COD, FREE CATALOG



Free Catalogs



"Keep'em on the Road"™

Catalogs Available:

Austin Healey
MGA
MGB & MGC
AH Sprite
& MG Midget
TR2, 3, 4, 4A, 250
TR6
TR7 & TR8
Spitfire & GT6
Sunbeam Alpine
& Tiger



- Quality Parts & Accessories
- Great Prices
- Easy Ordering 7 Days A Week

Order Toll Free - All USA & Canada
For Your Convenience - 7 Days A Week

1-800-255-0088

Order Catalogs & Parts Online at
www.VictoriaBritish.com

PO Box 14991, Lenexa, Kansas 66285-4991



Tee-Shirts
Small, Medium,
Large, X-Large,
XX-Large
\$15 each
Price includes US shipping

Digital Back Issues on CD

Back issues 1-12, including many out of print,
are available on one CD in PDF™ format.



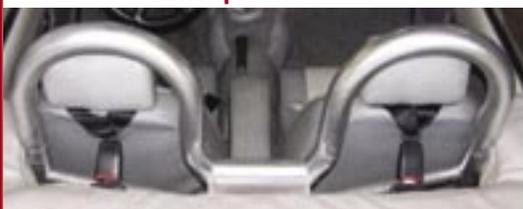
\$19.95

www.triumphspitfire.com
or **800-487-3333**

Performance Research Industries



1313 DUKE ST. STE. A
SUTHERLIN, OR, USA 97479
Phone 541-459-5442
info@prirace.com
www.prirace.com



Autojumble

Reach an international Triumph enthusiast...
Advertise in the *Spitfire & GT6 Magazine* Autojumble!

And try our package deals to get ads on TriumphSpitfire.com,
one of the highest Triumph traffic sites on the web!

call:
1-800-487-3333

email to:
tom@triumphspitfire.com

mail to:
Spitfire & GT6 Magazine
P.O. Box 30806
Knoxville, TN 37930



books4cars.com

Your Literature Source
20,000 manuals &
books on our Website

4850-37th Avenue South 206.721.3077 phone
Seattle, WA 98118 USA 888.380.9277 toll free

email: books@books4cars.com

Tell us about your car!

Send us anything about your Spitfire, GT6, Herald, Vitesse and Sports6

info@triumphspitfire.com

or

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

Get it Magnum Clean!

Magna Blast features built-in water heating, highly portable wheeled frames and quality machinery, Magnum makes the most durable and toughest hot-high pressure cleaning systems affordable for every enthusiast.



MAGNUM

CLEANING SYSTEMS

See all our other models at:
www.MagnumClean.com
or call: **1-800-963-4486**

FOURTREKS™

ROLLBAR ACCESSORIES



FLASHLIGHT & EXTINGUISHER MOUNTS

www.fourtreks.com

FOURTREKS

3625 Anita Dr.
Bell, CA 90201

818-517-6145

Fax: 805-583-8299



CAMERA & CAMCORDER MOUNTS

Need Parts At Rockin' Prices?

Price Comparison

1976 Triumph Spitfire Clutch Master Cylinder

Parts Store	Part Brand	Price
RockAuto.com	Beck/Arnley	\$71.99
NAPA	NAPA	\$104.00
Autozone	Beck/Arnley	\$105.99
Checker, Kragen & Advance <small>(partsameric.com)</small>	Beck/Arnley	\$107.77
JC Whitney <small>(carparts.com)</small>	Beck/Arnley	\$111.99

(as of 2/8/2007) RockAuto price is regular price, NOT a special sale price created for this comparison.

"Just like in the past, everything went well. From purchase, to the timely delivery, I got the correct part and it was installed the following day."

~Customer review posted on ResellerRatings.com



ALL THE PARTS YOUR CAR WILL EVER NEED
WWW.ROCKAUTO.COM 1-866-ROCKAUTO RockAuto LLC, Madison, Wisconsin USA

Choose Moss

www.mossmotors.com



FREE
Catalogs!

- Interactive Mechanical Illustrations
 - Technical Tips
 - Original Specifications
 - Online British Motoring Magazine
 - Secure Online Ordering



Call or visit us Online.

440 Rutherford Street
Goleta, CA 93117

800-667-7872

www.mossmotors.com

INTERNATIONAL: 805-681-3400

MOSS

The Leader in British Car Parts for over 50 Years!

OE Electrical And Hydraulic Parts

Sports Coil DLB105	31.00
Spitfire 62-70 Volt Regulator NCB132	30.00
Spitfire 64-76 Turn Switch SQB126	61.32
Spitfire 77-80 Turn Switch SQB195	98.29
Clutch Slave Cylinder Spitfire 67-77	74.00
Clutch Slave Cylinder Spitfire 78-80	64.00
Spitfire 67-75 Brake Master PMC143	187.00
Spitfire 76-80 Brake Master PMC146	150.51
Spitfire/GT6 Clutch Master PNB454	74.09
DOT 5.1 Racing Brake Fluid PFB501	12.12

NEW PRODUCTS

Spitfire Complete Dash Pad 71-80	165.00
Spit 71-80 Tri-Metal Engine Bearings	CALL
GT6 Tri-Metal Engine Bearings	CALL
Spitfire Light Alloy Valve Cap Set	35.20
GT6 Light Alloy Valve Cap Set	52.80
NEW Spitfire 73-80 Alternator 43 amp	86.00

High Pro Spitfire Parts

Drilled and Slotted Rotor Set	95.00
Heavy Duty Rockershaft	54.00
Heavy Duty Tappet Set	57.00
Stainless Brake Hose Set	88.00
Heavy Duty Rear Spring	149.00
High Pro Camshafts, 4 Grinds EX	91.00
Gear Reduction Starter	195.00
Lucas Brake Fluid Dot 4 1-Liter	7.87

Spitfire Specials

Upper and Lower Gasket Set	27.65
Tie Rod Set	17.48
Ball Joint Set	16.58
Left or Right Trunion w/Kit	29.00
Front Wheel Bearing Kit	27.78
Rear Wheel Bearing Kit	26.88
Rack Boot Kit w/Clamps	14.50
Brake Rotor Set with Pads	60.00
Fuel Pump 62-72, 73-78, 79-80	19.00
Rear Wheel Cylinder Set (2)	24.00
Alloy Valve Cover	70.10
Brake Hose Set 4-pc	38.00
Carpet Set with Snaps	166.00
Full Panel Kit 71-80	278.00
Seat Cover Kit 73-80	255.00
Convertible Top 71-80 (62-70 call)	215.00
Water Pump 71-74 (75-80 \$60)	51.52
HD Brake Pads Spitfire 67-80	19.84
Spitfire Sway Bar Link L or R	17.92
Spitfire 1500 Piston Set 9-1	176.96
Spitfire 62-74 Ignitor Ignition Kit	87.00
Spitfire 75-79 Ignitor Ignition Kit	86.00
GT6 Ignitor Ignition Kit	87.00
Flame Thrower High Output Coil	35.00

Monza Performance Exhaust

70-1084 Spitfire 67-80 Header	159.50
88-1284 Spitfire Exhaust System	259.60
88-1285 GT6 Exhaust System	259.60



High Performance GT6 Parts

Gear Reduction Starter	195.00
Tri-metal Bearings Rod or Mains	CALL
New Chilled Iron High Pro Cam	280.00
High Pro Camshaft 4-grinds EX	110.00
Heavy Duty Tappet Set	70.00
Large 214N Rimflow Intake Valve	22.40
Large 214N Rimflow Ex. Valve	22.40
Heavy Duty Rockershaft	82.88
Vernier Adj Cam Gear Dual Only	156.80

GT6 Specials

Tappet Set (12)	44.00
New Chilled Iron Stock Camshaft	266.00
Piston Set with Rings	298.00
Rockershaft with 12 Rockers	161.00
Alloy Valve Cover	131.38
Upper and Lower Gasket Set	42.00
GT6 Slave Cylinder	48.00
Borg&Beck 3-pc Clutch Kit	136.00
Brake Hose Set (4)	38.00
Rear Wheel Cylinder Set (2)	28.00
Front Wheel Bearing Kit	21.28
Rear Wheel Bearing Kit	29.57
Tie Rod Set	17.48
Ball Joint Set	16.58
Fuel Pump (Kit for OE Pump \$13)	21.00
Water Pump	56.00

Shocks

Spitfire/GT6 Front Shock G210S	95.00
Spitfire/GT6 Adj Ht Shock G761AS	157.00
Spitfire Rear Shock G211	90.00
GT6 Roto-Flex Rear Shock	95.00

Poly Bushings

GT6/Spitfire Rack Mount Bush Set	10.00
Spitfire/GT6 A-Arm Bushing Set	37.00
Spitfire Rear Radius Arm Bush Set	19.00
Spitfire Sway Bar Bushing Set	10.00
Spitfire Rear Shock Bushing Set	11.00
Spitfire/GT6 Front Diff Bush Set	17.00
GT6 68-72 Rear A-Arm Bush Set	41.00
GT6 Rear Radius Arm Bush Set	19.00

Be Sure to Check out our new WEB Site to get a look at a Full listing of parts

Sign up to be on our special E-Mail list for Internet only Specials.

Call or Mail to:
BRITISH PARTS NORTHWEST
 4105 SE LAFAYETTE HWY
 DAYTON, OREGON 97114
PHONE 503-864-2001 FAX 503-864-2081
 Visit us at: www.BPNORTHWEST.COM



Prices Subject to Change- Listed in US Dollars

We are now open 24/7 at our New Online Store * See our Full Line at www.BPNORTHWEST.com

SPITFIRE & GT6
 MAGAZINE

P.O. Box 30806 • Knoxville, TN 37930

PRSR TSTD
 US POSTAGE
PAID
 PERMIT #1
 POWELL, TN