

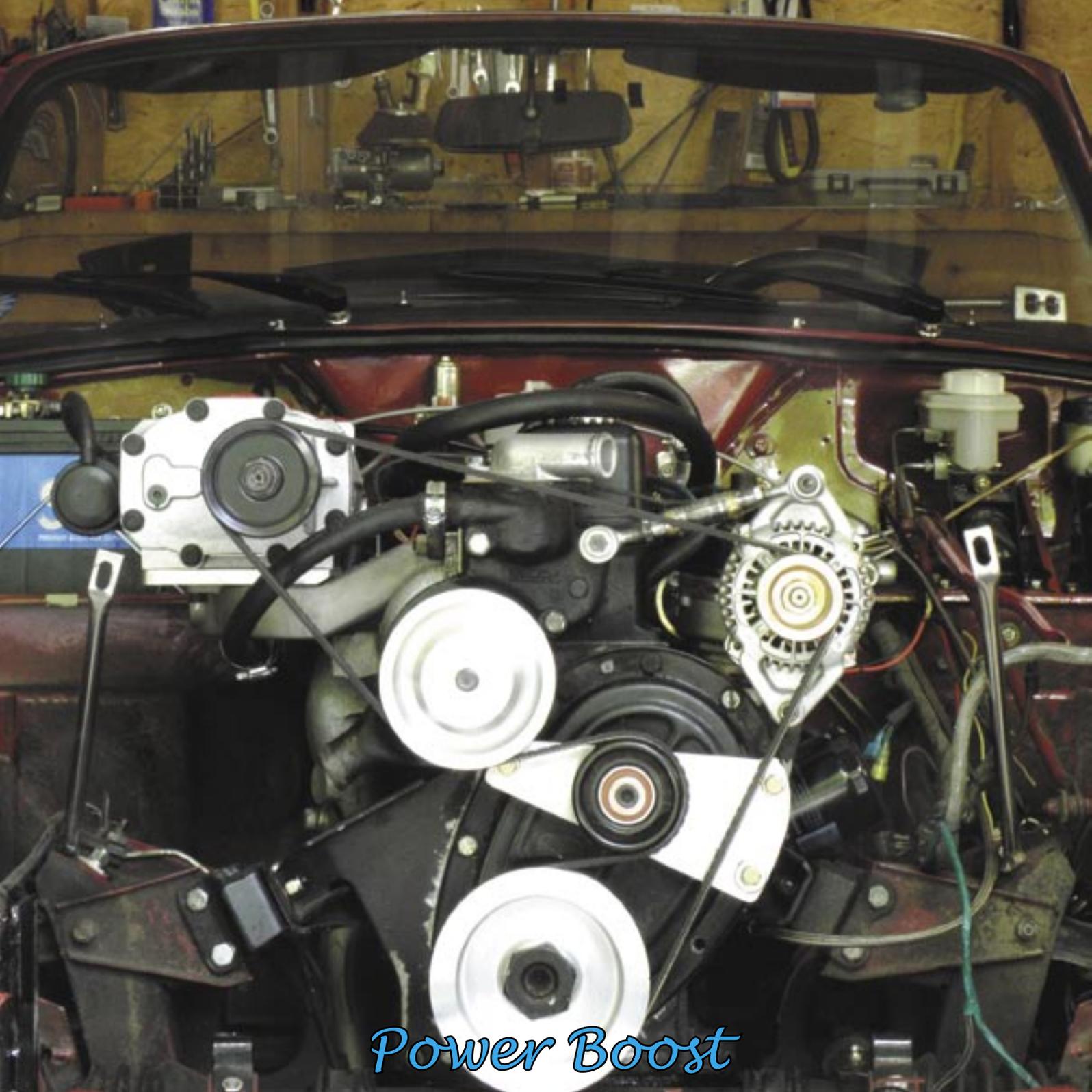
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M A G A Z I N E

Issue #33



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Mercedes Setzer &amp; your editor

This summer gas prices were better compared to the summer/fall of 2008. That helped attendance at many car shows during the season. A hectic schedule kept my wife & I from attending many shows, but the two we did make it to were well attended by some fine examples of British iron.

I hope many of you took the opportunity to get out on the road and attended some shows this year. While I am not a strong believer in concourse cars or even a Spit & polish person, I do believe in getting our cars out and driving them for enjoyment. What better reason to get your car fixed up and going than to drive it to a show, whether close to home, or a couple hundred miles away and enjoy the company of

like-minded people. Even if you don't have a show-stopper, just having your car among the others gives you some pride that only car owners can feel. If it weren't for shows I don't think my car would ever get washed and polished, or driven half as much.

We did manage to get out and enjoy some mild summer/fall days with the top down and use the car purely for enjoyment. Sometimes we had no particular destination, just a desire to ride in the sun, feel the wind on our faces, and leave our cares behind. That is the true roots of my car hobby, the enjoyment of driving a classic, to experience driving in a relaxed and fun atmosphere.

This summer we also managed to reconnect with a granddaughter after 8 years of losing touch. When she visited, my granddaughter and I took the Spitfire out for a short ride, and I could see the smile on her face as we headed down the road. It was her first time in a Spitfire, but given her excitement, I doubt it will be her last. She should be a car-lover with the first name "**Mercedes**"!

This summer my wife went in for another coronary artery bypass graft operation, then suffered a mild heart attack six weeks later due to a blood clot, and spent a good deal of the fall in and out of the hospital dealing with blood pressure issues. She is doing much better now, but that was a scary time for us. The Spit didn't see as much action as we would have liked either, but it was sitting in the garage patiently waiting for us when things calmed down a bit.

When you receive this issue of the magazine, I will have gone "under the knife" myself, to have surgery on my accelerator foot! I had developed a bone spur off the back of the heel, through the Achilles tendon. This slowed my walking a bit, but even more, it was painful to drive, as my foot rests right on that spot when on the accelerator. The surgery in early December, will remove the bone spur, and reconnect the tendon to the bone. As a result, 4 weeks immobilization of the ankle & heel follow, then 6 weeks of physical therapy to strengthen the tendon. No Spitfire driving during this time, as I can't quite figure how to operate the clutch, gas and brake all with only my left foot. I am hoping I can manage driving an automatic with my left foot only, but if not, it is my wife's turn to chauffeur me around for a while! I hope to use this winter time to get caught back up a bit on the magazine schedule, so send in your photos and stories as soon as you can. I will be looking for good content for the next issue right away!

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

*Howard*

[howard@triumphspitfire.com](mailto:howard@triumphspitfire.com)

Thanks to everyone for your photos & stories.  
Please keep them coming! They will be used in a future issue.

Did you hear about the Oscar Meyer Wienermobile accident? No joke. Just a few days after I sent issue 32 to press, I got word that one of the Wienermobiles had an accident in Wisconsin, and crashed into a house. The report said the college-aged driver had gotten lost and was attempting to turn around in a driveway, when he confused the gas & brake pedals, and lunged forward ramming the fiberglass hotdog into the two-story house. Both the wiener & the house sustained a fair amount of damage! The Wienermobile driver was really in a pickle with his boss! ☺



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# SPITFIRE & GT6

magazine

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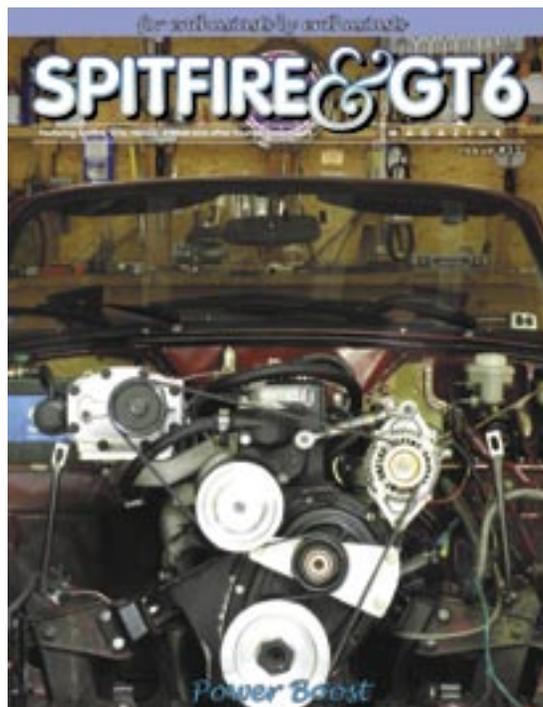
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## ON THE COVER

COVER PHOTO BY

DAN HERRMAN

The cover features Dan Herrman's 1980 Spitfire 1500 with a supercharger installed for a boost in performance. Read the complete story starting on page 24.

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](mailto:info@triumphspitfire.com) or  
P.O. Box 30806,  
Knoxville, TN USA 37930-0806

# LETTERS TO THE EDITOR

## Dear Spitfire & GT6 Magazine...

### SPITFIRE VS. CORVETTE

Dear Editor,

Over the years I've developed a special appreciation for our under rated little cars that just keeps growing. After the Capitals tour, I was thinking about trading the Spit for a Corvette. I was looking for more horsepower. A workmate had an '87 convertible for sale and I took it out for a test drive. It had the power I wanted but, when I checked it over for trip storage capacity, I was shocked to find that my Spitfire, although much smaller had it beat hands down. I soon realized that it would be more cost effective to add power to my Spitfire, then it would have been to add luggage space to the 'Vette.

I always look forward to our magazine. Thanks mostly to you, it is the best limited car magazine in existence.

Cheers!

Dan Herrman  
Wisconsin

*Dan, thanks for writing.*

*Your Spitfire has definitely proven itself as a worthy competitor for the long haul. To hear it has more cargo space than a Corvette is an added bonus.*

*I have heard the same type of comments when comparing the Spitfire to the Miata, that the Spit has more room overall.*

*Your story about the supercharger addition is the feature of this issue. It sounds like an improvement many people would like to have on their stock engines. Seeing you & your Spitfire is an inspiration to those of us that have followed your adventures the past few years.*

*We look forward to future reports on the longevity of your Supercharged Spitfire.*

*Howard~*



### GAS GUZZLER

Dear Editor,

My local news station (channel 2 in Denver) just ran a story about a 1967 Spitfire that was converted to electric drive (please don't cry). They called this car a gas guzzler.

I can't believe that a little 4 cylinder car could get that bad of mileage even with a carb. Do you know roughly the mileage a 1967 Spitfire would get if properly tuned? I would like to send this info to the news station.

Thanks for your help.

Randy Richmond

*Randy,*

*Thanks for your e-mail. That is the first time I have heard a Spitfire referred to as a Gas Guzzler! The 1967 Mk3 was equipped with a 1296cc/77.7ci 4 cylinder engine and a 4 speed manual transmission.*

*Standard EPA fuel ratings were 24 mpg city and 36 mpg highway. Using the EPA combined formula for the CARS "Cash for Clunkers" rebate program guidelines, if the Spitfire were new enough, it would not even qualify for the rebate as the combined mpg is 30.*

*So the answer is NO, the Spitfire is not, and was not a gas guzzler. The SUV's the TV station uses ARE most likely gas guzzlers!*

*I have attached two pages from issue 18, that had the history lesson on Mk3 Spitfires, and it lists the statistics of the Mk3, including MPG.*

*Let us know how your discussion with the news team goes. It might be a good follow up story to print.*

*Howard~*

### BOUGHT A SPIT

Dear Editor,

I bought one. A 1980 Triumph/Spitfire 1500. It was that white one in Olympia that was in your magazine. I've owned British cars before. Morris Minor when I was in high school, then Mini Coopers. In the late 80's and early 90's I raced Mini's at Seattle (SIR) and Portland (PIR), with a GT5 lap record.

I've been without British cars for about 10 years. I went to look at the Triumph with a fat head, thinking I could fix anything



because Triumphs have a tilt front end. It had a broken

windshield. I can fix that.

Needed brakes. Can do. There was an antifreeze leak somewhere. Fixable. The repaint was sloppy but I just wanted a daily driver. Down draft Weber, good, it started right up. Fun to drive. Bad to stop. So I bought it.

I've been working on it ever since. Ordered brake parts online from Oregon. Found there are lots of places to buy parts online. Those Oregon guys are good, fast and sent British brake parts. So brakes are now fixed.

The water leak was the radiator. I found new radiators on sale someplace in the Midwest. It took about 1 week to get the parts to Washington state. Radiator and cap were made in Thailand and looked a little strange but seemed to work. But I still had a coolant leak in the offset radiator filler housing. I went to remove the cap plate and broke off a bolt. Come to find out, that offset housing is hard to find. It came down to that Oregon guy finding another Oregon guy that went the extra mile to get a used replacement part.

Hey I was on the road... until the clutch slave went out. Called the Oregon guy again and he sent me a British part the next day.

Well it's back on the road but I'll be working on it soon.

Bruce Moulton

*Bruce,*

*It is good to hear that one of the classified ads led you to your dream car! Unfortunately, since these cars are 30+ years old, many parts need to be checked and/or replaced to insure a good running car. Time & the elements take their toll on rubber and metal.*

*It sounds like you have the right attitude to work on your Spit. In the beginning of new ownership, we experience those unknowns, but eventually you will get the car in shape and be driving more than working on it. And that is the best reward.*

*Howard~*

# INDUSTRY NEWS

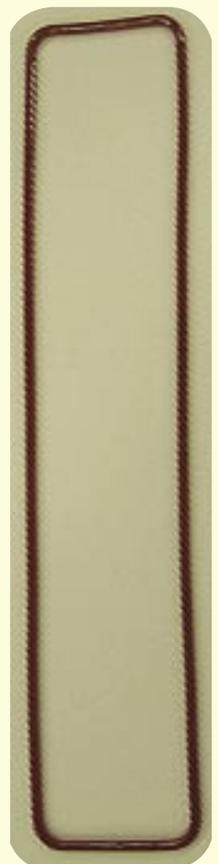
This section is designed to inform readers of news, announcements and new products involved in our hobby.  
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# Weird, Wacky & Wonderful!

## Triumph TR3



**BRITTANY IN A TR3:**  
 A reader sent in these scans of a recent Kohl's catalog that includes a photo of Brittany Spears kneeling in a TR3. Two questions: Is it really a TR3, and; Why is Brittany kneeling in it??

## Triumph Athletic Shoes



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<http://www.runningrehoboth.com/Saucony-Shoes.htm>



**THE MAGAZINE STAFF REMINDS YOU TO BE SAFE, AND NEVER TEXT WHILE DRIVING.**



# You write the caption



The caption photo was sent in by Amy Lafrentz, Indiana. Audree & daddy were waiting for mommy to return from shopping.

# the captions

LITTLE BITS OF SPITS

I can't drive 55!  
 No, we're not there yet!  
 Where are the keys?  
 I want my Spitfire back...  
 Hey, it's a baby car, right ?  
 If only my legs were longer  
 What do you mean I need a license?  
 Hi officer, yes, I'm sober...  
 Officer, I left my license in my other diaper.  
 But Officer I wasn't speeding, I was Qualifying!!!  
 Officer, would registration and birth certificate be sufficient?  
 By the time I can drive for real, maybe daddy will be done with the Spit  
 It's running, so it can't be British!  
 Darn, I wish Mom drove a Spitfire  
 WAIT!!! This isn't the Spitfire!!!!  
 Hey, what did you do with my Spitfire??!  
 I need a car a little more my size... like a Spitfire.  
 OK, Dad, You work the pedals, I'll steer!  
 Mom said this was your toy car  
 C'mon daddy, please, please, please  
 If I could reach the pedals, I'd SO be out of here!  
 But Daddy, you said that I could have the keys as soon as I  
 could see over the steering wheel!  
 15 more years and a little of your cash...it's mine  
 If only I had a Spitfire then I could reach the gas pedal  
 No dad, I didn't drive your classic car in to a wall. My foot was  
 on the pedal the whole time.  
 You know it's mine when your gone. SO BACK OFF!  
 No, I think day care's the NEXT left...  
 I was only gone 5 minutes.  
 Hey Clyde it's me Bonnie, I'm back  
 Oh look! There's the mall !!  
 You drove yesterday, so it's my turn to drive.

# Next issue...



This photo was sent in by Ted Schumacher

Send your caption suggestions to [info@triumphspitfire.com](mailto:info@triumphspitfire.com) or P.O. Box 30806, Knoxville, TN 37930-0806

And FINALLY...

*Which leaks more fluids, the car or the driver?*

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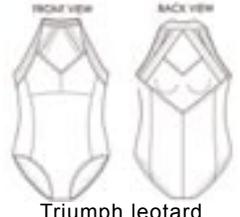
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## Triumph Dancewear



**TRIUMPH** - *Tri•umph* (trī'empf)

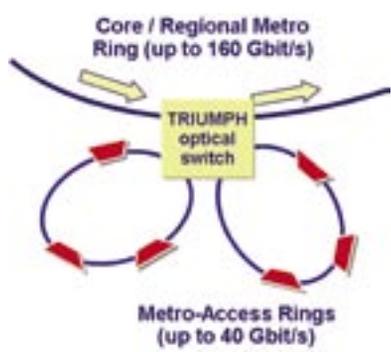
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2. an occasion of victory such as to elicit acclaim.

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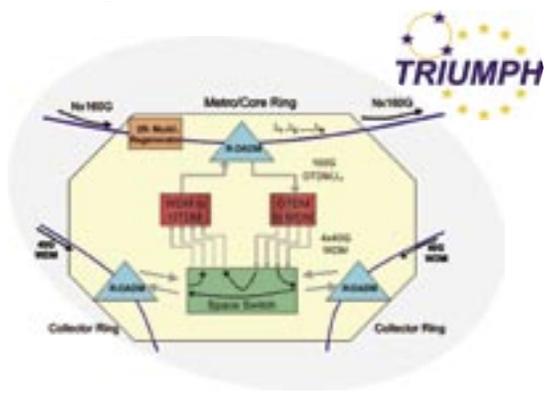
<http://www.valadancewear.com>

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**Key Issues:** Due to the unpredictable growth of data, particularly internet traffic, the emergence of higher-bandwidth applications originating from the users and the requirements for content delivery the future communication grid must be agile and able to react rapidly to support end-to-end bandwidth requirements. Related to this there is an incredible amount of pressure placed on metropolitan area networks as the metro network segment imposes limitations in the delivery of broadband services to the end-users.

**TRIUMPH Switch - Expected Impact:** The innovations introduced by the project aim at establishing a breakthrough in the implementation and deployment of advanced optical communications across an interdisciplinary array of both industrial and research stakeholders. It is expected to bring a significant impact in a number of areas including: network architectures, system implementation and technologies suitable for future broadband networks: access, metro-access and core-metro.

<http://www.ihq.uni-karlsruhe.de/research/projects/TRIUMPH/introduction/TRIMPH.swf>

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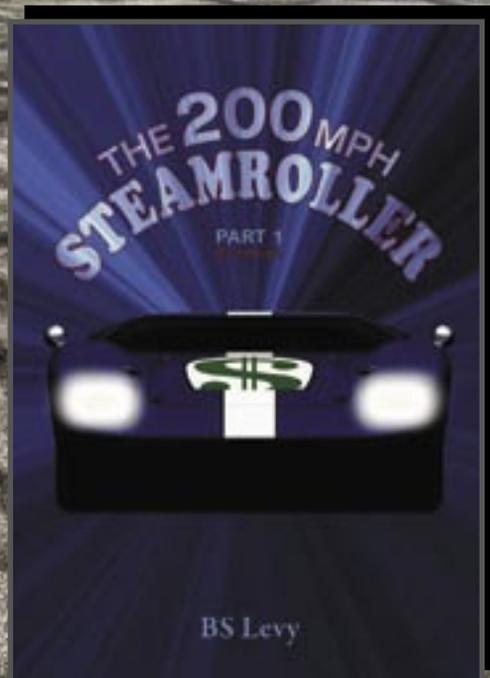
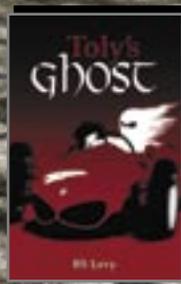
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READERS RIDES

**READER'S  
RIDES**



◀1967 Vitesse  
1969 Euro-spec  
Spitfire  
Owned by  
Mark Riesch,  
Humble, Texas



▲ 1976 Spitfire 1500  
Owned by James Watt,  
Bradenton, Florida



▲(L) 1967 GT6 Mk1 (M) 1979 Spitfire 1500 (R) 1970 GT6+  
Owned by Clan de Silva, New Jersey



◀1970 Spitfire Mk3  
Owned by  
Don Privett,  
Pittsburgh,  
Pennsylvania



1968 Spitfire Mk3▲▶  
Owned by  
David Kloehn  
San Diego,  
California



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# READERS RIDES



◀1976 Spitfire 1500  
14,200 original miles  
Owned by Bill Cravens,  
Memphis, Tennessee



▲1978 Spitfire 1500 ▲  
Owned by Rory Eilers,  
Florence, Colorado  
Kitty's name is **Nosey**,  
my remodeling supervisor



▲▼1969 Spitfire Mk3 ▲  
Owned by Dwayne Paul  
Muscatine, Iowa

▼1968 GT6 Mk1  
Owned when new by Audrey Boggs,  
Quebec, Canada (circa 1969)



# READERS RIDES



◀▲ 1975 Spitfire 1500  
Owned by Jim Browning  
Kentucky



◀▲ 1965 ▲  
Spitfire Mk2  
Owned by  
Robert  
Kulpinski,  
Warsaw,  
Poland



◀▼ 1974 Spitfire 1500  
Owned by Tony Davis,  
Cedar Bluff, Virginia





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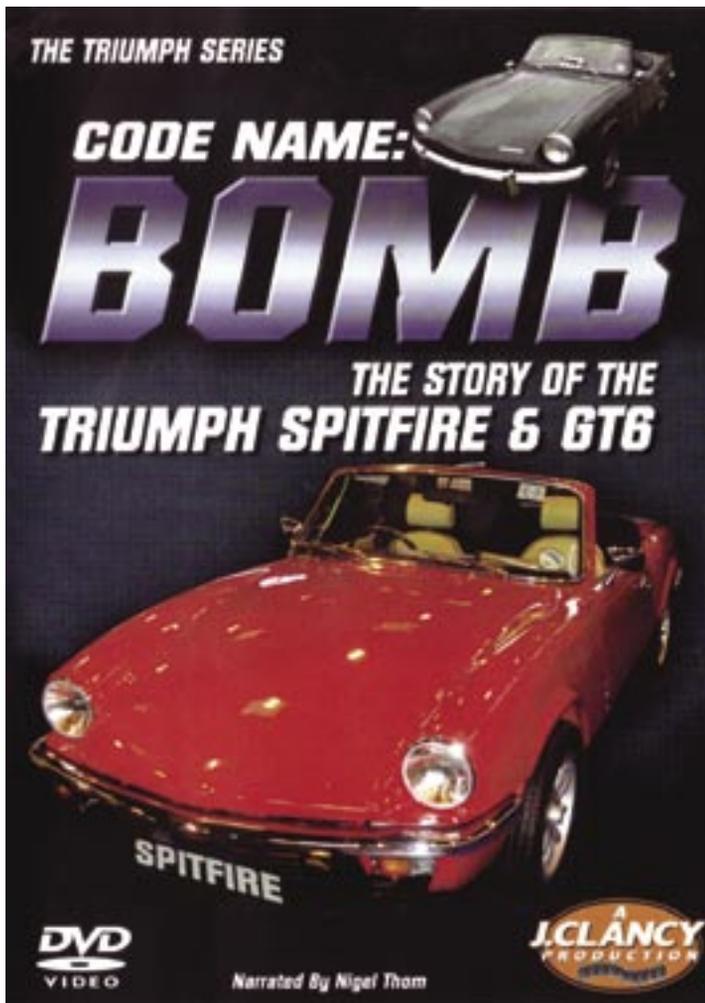
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To: Ashley Auto Improvements Limited, Twyford Road,  
Bishops Stortford, Herts.  
Please send me your colour brochure of the Sprite 1/Spridget  
range/Spitfire (delete those not required).

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

No. 12



## CODE NAME: BOMB THE STORY OF THE TRIUMPH SPITFIRE & GT6

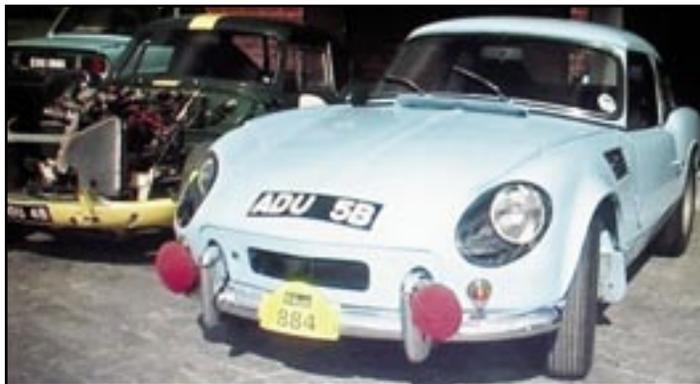
When John Clancy's DVD arrived in the mail the other day I thought it might just be like all the the rest, a history book being read on DVD with event photos floating in the background. Boy was I wrong. Yes, Code Name: Bomb is the story of the Spitfire and GT6 history but this one is unlike any DVD or book I have ever read. John's story is not only told by historians but as many of the original developers and designers as possible.



Many of these history DVDs are like high school history... a lot of dates and figures but not much how and why. John's story is



much more of a college lesson. His explains why and how, not just a series of dates. It tells of the Spitfire and GT6's evolution because of many inside and outside factors. The story jumps between the showroom, boardroom, and the track. Competition with other British brands, both on the track and in the showroom all molding the decision makers of the day. The designer's comments were always giving the feeling that their job was a very difficult one with the microscopic budgets they were forced to work within. Their creativity was pushed to the limit but at the same time created many hard feelings. They often felt they were not allowed to build it "right" or even safely (as in the case of the rear swing spring setup).



The video's discussions showed many racing photos that I had not seen before. I found it interesting that the GT6-styled hardtop made famous by the LeMans racers received its shape "because it looked right", no testing lead to that shape.

The conversations with three of the later body designers for the GT6 was particularly interesting to me. One stated that at the time he was working for the team, one of his favorite cars was the Chevy Camaro. The bonnet bump, a trademark feature of the GT6, was "inspired" by Detroit. Another interesting comment was made by the man who chose the paint...you know the crazy paints of the early 70's. His inspiration came from the colors often used in California at the time. He said his job was difficult as the gray English days caused the colors to look dramatically different than they would in the sunny United States. He went on to say he was most proud of the color Magenta, a color now very rare now due to its unpopularity.

If you are a Triumph history buff, this DVD is a must have for your collection. And remember, Christmas is right around the corner if you are looking for that stocking stuffer.

To order go to [www.triumphdvd.co.uk](http://www.triumphdvd.co.uk).

# A Different View

by Mike Owens, Del Puerto Canyon, California

I enjoyed your “Before and After” article in issue #32. I have a little different take on the theme. The “before” pictures (1 and 2) were taken on the day I bought my GT6 in May of 1970. (Note paper temporary plates.) The “after” pictures (3, 4, and 5) were taken in 2008.

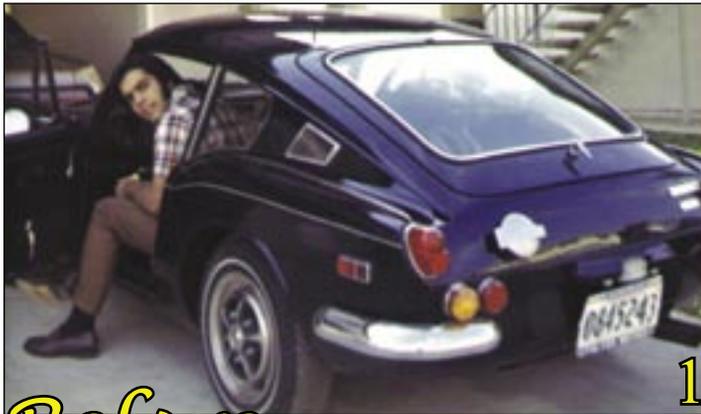
I put about 150,000 miles on the car during the first ten years I drove it. Then—while there were kids, and jobs, and life—it sat in my garage for over twenty-five years. Finding myself with some spare time a year or so ago, I started to revive it.

Of course, all the rubber parts in the brakes and clutch had to be replaced, and the carburetors rebuilt. The water pump, fuel pump, and all the hoses were replaced. The tachometer and speedometer

no longer worked. With a little help from eBay and \$15, I got a rusty old tachometer and speedometer. Who would have guessed, among the four instruments I got enough parts to build two working ones.

There were some little dings to be fixed and a few paint touch-ups, some general clean-up, (maybe a few more things)—and voila, a like-new car!

As you can also see from the pictures, the owner didn't fare so well. Too bad I can't spend a few months working on myself and look like I did in 1970. ☺



1

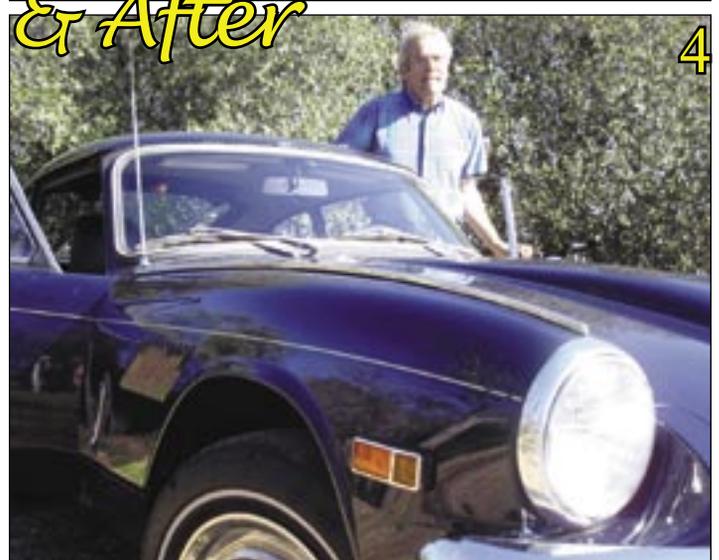


2

Before



3



4

& After



5

1970 GT6+

## BEFORE & AFTER

### *Fourth Spitfire, in 20 years* by Brian M. Di Dio, Mansfield, Ohio

I bought this latest car in Jan 2009 to replace my “baby” (Mimosa Yellow 1974 Spitfire 1500 - Way nicer than this new car) that had to be sold in 2005 due to financial reasons. I had a picture of this car published back in one of the early issues of the magazine (2 or 3 ?? - don't really remember). [Issue 3, page 11]



Not long after I had sold it, I got the itch back but money was just not there and getting another car just wasn't an option. I just happened to find this car on the Internet within a couple hours of my house and the price was right at the right time.

It's not a show car, but a nice weather driver/rolling resto that will progress as time and money allows. The PO was on active duty in the military and the car had (unfortunately) sat outside for several years and was starting to deteriorate. From what I could tell, it was a VERY nice car in it's day! It had complete new interior still in good shape, minilite wheels, custom ANSA exhaust and Weber DGV carb. With a new battery and fresh gas, it started right up!

It did need the hood replaced due to rust and some very questionable bodywork that had been done. There was also some rust starting in the driver's floor that needed attention, but the body is otherwise solid. I paid \$700 for the car. Pics show car in tear-down - paint prep and current state. It's obviously not finished, but are they ever?

The car was originally brown, but painted red by the PO. I chose the current color based on the replacement hood. I just liked the way it looked on the parts car it came with and while the paint I chose isn't the exact triumph color, it's close and in my opinion looks good on the car. This is my 4th Spitfire - in 20 years. 🍷



▲ Car in teardown

▼ Car in paint prep



▼ Car in current state



# NOT FOR SALE!

by Paul Howell, Lakeview, Michigan

It was the winter of 75 when I saw a Spitfire for the first time. I had been stationed in Agentia, Newfoundland while in the Navy. I was to be there for a year and a half. There was a 1970 MK IV running around the base. A short time later I moved into base housing and found that my next door neighbor owned the Spit. We became friends and he let me drive it. That's all it took, I was hooked.

Sometime later my neighbor got his orders to transfer. He was not taking the Spitfire with him, it was for sale. Bad timing, I didn't have the money. Someone else bought the car. The new owner didn't have long until he was leaving; once again the little Spit was for sale. He knew I had interest in it, he was asking \$500.00 for it. Once again I was a little short. It turned out that no one else had any interest, so two days before he was to leave he said *"man gimmie 50 bucks for the Spit, it's not running and I have to leave."* At last the Spit was mine.



It came with a 1975 1500 for parts, however the car had been in a terrible accident and not much was any good. That was my thought then, now I'm sure there were parts to be had.

I took the Spit to the Auto hobby shop on the base to see what I could find. Easy fix a wire had come loose from the ignition switch. I reconnected it and the Spit started right up. It ran very nice, but the body was a little rough. Another friend offered to do a little body work and paint job, he only wanted \$50.00. He painted Midnight Metallic Blue, it turned out way nice for only \$50.00.

I had the car almost a year, then it was my turn to leave. Once again the Little Spit was for sale. It sold very fast to another guy on base. I got \$500.00 for it.

Now fast forward to 1982. I lived four miles from a 1/2 horse town, no stop lights, one gas station only a few people. Some one in town had a 1975 1500 Spit. I would see it from time to time and think about my MKIV. One day the Spit had a for sale sign in the window, turns out there was room in my garage for a Spitfire. I don't remember the price, but that British green with tan interior Spitfire came to live at my house. How nice it was to drive a Spitfire again.

I had the car for a short time and started fixing little things. Before long someone told me about Duane Bailey, he owned West Michi-

gan Imports. His shop was about a hour away, he worked on a few things and eventually I had him rebuild the motor. He put in a mild street cam, it ran great, I enjoyed this Spit until 1988 that was when I found rust. The frame was in very bad shape. I sold the car with hopes of a nicer one someday. Once again I was without a Spitfire.

Now life goes on to the summer of 1992, my wife came to me one day with newspaper in hand and said "we need to go to a yard sale." I said I don't want to go to no darn yard sale. She said they have a triumph Spitfire listed in the sale. I said grab your hat we're going to a yard sale. It seemed like a very long 25 mile drive, we finally arrived and there she was a 1978 Inca Yellow (not my favorite color), but I had to take a look. It was a dreary day with light sprinkles, the Spit was getting wet. That's just not right. I looked it over quit well and found no rust or bondo. I decided what I'd offer for it, then the owner came out, he said he just bought the car in Florida for his daughter, but she didn't like it because it was to small to take friends with her. He told me what he wanted for the car, it was half of what I was going to offer. I couldn't believe it I was buying another Spitfire! Thanks to my wife Dauri.

I began fixing things as money would allow. I got a new top and then carpet. There wasn't anything serious wrong with the car, she just needed a little TLC. I had the seats recovered, then the dash started to delaminate, I took out the dash one winter and made a new one out of walnut, it came out very nice.

I drove the Spit for about four years and the way life goes I needed money for something, I don't remember what, but I sold the little yellow Spit.



Now here we are a little farther down the trail of life, its 2003 seven years after I sold the Spit. I saw a 1980 1500 for sale about five miles from home. I had to stop, this one was also Inca yellow and only had 11,000 miles, and they were asking \$5000.00 for it. I didn't really care for the bumpers on the 1980. So I started thinking, I wonder if I could find my old 1978, I thought I knew where the guy lived, so I went for a ride and found his place, he was home. I asked if he still had the Spit and he did. I asked if he'd sell it back to me, he said yes. Now I wondered how much he wanted for it, he asked me what he'd paid me for it, I told him three grand, he said that's what I want. So I was able to buy the little Spitfire back for the same money I sold it for.

# READERS STORY

I followed him about seven miles to the country where he had a barn with all his toys. He was about 70 and his toy box was full. It turns out he put the Spit in the barn and never put plates on it. If he wanted to go for a little putt, he took a plate for something else. He only put on 1,500 miles in seven years. Thanks for storing my Spitfire Bernie.

On the way home I found out the gas gauge no longer worked. The on the first outing about ten miles from home some wires melted together and the ride was over. This could have started out better, but hey I had my Spitfire back.

I'd always wanted one that was in really nice, maybe this one would be it. I drove the Spit for about three years and then one day I saw it, that little spot of RUST! It was not quit the size of a dime; it was on the lower panel in front of the rear tire. I thought I will only watch this car rot if I don't do something soon.

This would be a great time to change the Inca Yellow. I started to take the Spit apart. Everything had to come apart to change the color on the inside as well as the outside. I worked out a barter deal with my friend Larry. He owns a body shop and is very particular about his work. I'm a carpenter, so I worked on his pole barn and home and he worked on my car.

One day he gave me his color book and said pick a color. I knew I wanted red, but who knew there were so many shades of red. I finally decided on Wild Strawberry Metallic, I wasn't sure I'd made the right choice when I saw the first panel, but once we moved it outside I knew it was the perfect color.



Now while the body was being tended to, there were a lot of other things to do.

This would be the right time to freshen up the drive train. So it was time to see Duane at West Michigan Imports again. He built a very nice running motor for me, the crankshaft was balanced, the cylinders bored .030, flat top pistons replaced the dish shaped ones, he put in a cam that comes alive at 3500 RPM, the head was milled .010, and twin SU carbs replaced the single Stromberg. A header and 2 inch custom exhaust with magna flow stainless 11 inch muffler mounted just like stock but with a sweet turn down tip.

The transmission was upgraded to an overdrive and completely rebuilt. Next a new driveshaft, the old one was to long with the new overdrive. The rear end was gone through and the spring was re-arched, the radiator was re-cored, gear reduction starter, bearings, bushings, ball joints, the front was lowered with shorter coil springs and ride height adjustable Spax shocks. The rear got Spax shocks as well. She now has Mini Light replica rims with 195 60R 13 tires. Did I miss anything?

I redid the interior again, with new carpet, dash pad, glove box, door panels. Thanks to my friends Rex and Dorothy who worked at a tannery, I have the softest custom leather seats any Spit could have. They are trimmed down the middle with cloth that matches the exterior color.

This rust prevention took two and a half years and I'm not sure I even want to add up receipts. Will someone tell me when to STOP? This has turned out to be my nicest Spitfire ever. IT IS NOT FOR SALE!! 🚗



# Long Term Parking

by Sanel Brattleboro, New Hampshire

Back in 1985 I took apart a car that I had owned since 1977. This was going to be a *quick rebuild*, as my father-in-law had a shop with an enormous overhead crane... so off came the body. The car was in great shape (for New England) and I took everything apart. Then we moved... four times, around the state of Vermont. The house we are in has a garage that after some re-enforcing showed promise in the rebuild a car catagory. So after 24 years of being apart this is as far as I have it in just four short weeks of bodywork.

You had a story in your magazine years ago, called "Finders Keepers" [Is-7] the owner of that car works just down the street from where I live and is working with me on getting mine started. When his car was running a few years back he would visit the parts store where I worked and I would take his GT6 for a run. Now I have to let him take mine for a couple of turns around the block when it's done next summer....ish. 🤖



# Spit Out of Luck

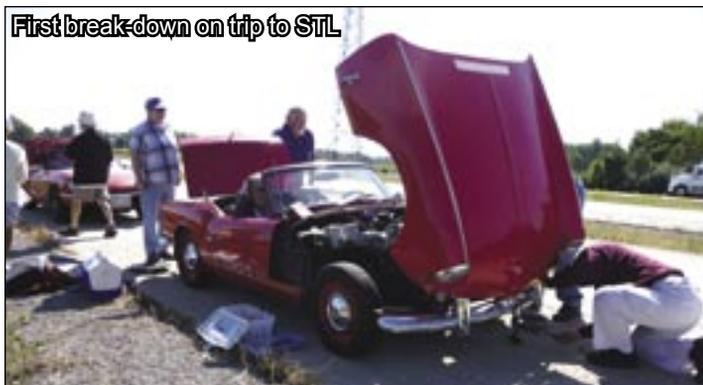
by Richard Campi, Indianapolis, Indiana

It was a beautiful evening, Monday September 14, 2009, and I was headed to local LBC car club meeting driving my '75 Triumph Spitfire. The time was rush hour on Interstate 465 on the west side of Indy when I lost power very suddenly in the fast lane doing about 60 mph. I had no real chance of moving over to the side or changing lanes due to construction barriers. The shifter had been vibrating greatly and making a loud starter noise, so I switched off the ignition to retry a start. Nothing happened and I was too flustered to try jump-starting it in second. I coasted to a stop about a quarter mile later creating a "bottleneck" and eminent hazard. Naturally, I felt like a "sitting duck" and could very well be "squashed like a bug" at any moment. Somehow in about 4 minutes, a flat bed truck pulled around, then in front of me, loaded us up, and took my Spit and me to the nearest gas station (BP at 38th St. exit). This was for no charge! I then called my motor club service and had us flat bedded back to my garage. (Pre-paid—no charge.) The next morning, I recalled my motor club service and had us flat bedded to my regular repair shop.

On Thursday, September 17, at about 5 pm, I got to take the Spit back home after paying a great deal of \$\$\$ for a starter (rebuilt), a starter relay, and an ignition solenoid replacement.

On Friday, September 18, Susan and I left early to go to the car shows at St. Louis, which included a NASS Midwest Spit Together and a MG British Car Show. At about 8 am, we started a wonderful drive to Terre Haute, IN, where we met with Howard and Ginny Baugues, Bob and Sarah Arnett, and John and Lucille Young. I topped off our petrol and off we caravanned toward St. Louis on Interstate 70. Not far into Illinois, John's '66 "round tailed" Spitfire pulled off into a truck weigh station. His left front tire's steel radial had made a big hole in the tread due to advanced dry rot. He was aided in putting on his spare and not too much later at a rest stop; Howard aired it up from a portable air compressor that he carries.

First break-down on trip to STL



Off we went again on our journey, until about 30 minutes later, I lost power suddenly. It would cut off at about 49 – 50 mph and then power on again at about 42 mph. Our caravan again pulled over to side of I-70. The group gathered around and decided that the problem might be the fuel pump. Howard and I went in his Spit to the next town, Greenup, IL, and at a Car Quest Parts, secured SSFuel PMPDT40104 and other connections. Howard and Bob installed the pump. My Spit motor was not behaving much better, but we stopped for lunch at a Dairy Queen. There, Howard called Mike Ross. Mike

Second break-down on trip to STL



had passed us while we ate, but agreed to wait for us about 50 miles west on I-70. Mike was carrying his GT6 on a trailer and would take it off to give my Spit a ride to St. Louis. It was a loooooong drive west with my power cutting out at 49–50 mph and then restarting; luckily it was a cool day for September with a clear sky.

We were happy to meet up with Mike. He had removed his GT6 from his trailer and I pulled on the Spit. I drove his truck with trailer, making a longer caravan with 3 Spits and the GT6 heading for a Comfort Inn on the west side of St. Louis. Near the city, Mike had to leave us to get gas, since he had not planned to drive so far. We all made it to the planned cook out where other s joined around my Spit to determine its problem.

Going back some.... Up to this point Howard and Bob had checked the spark—OK. They checked fuel to pump (original mechanical pump with over 180K miles)—no fuel coming out. I stated that the fuel filter was replaced about a year ago. Howard and Bob decided to by-pass the pump with electric pump, tie power for pump to red and black wires from distributor—fuel flowing. Howard changed my recently installed fuel filter to a see through glass type. The symptoms continued. Bob found a worn area on wire on optical p/u in distributor and taped it—symptoms continued.

At the St. Louis Comfort Inn, John Lamberg and Dave Massey worked diligently on my Spit and concluded that I also had an electrical problem. John drove a few miles to his home and from his garage shelf brought back and changed my ignition to a Crane electronic type and opt.p/u. He removed the recently bypassed electrical fuel pump. We took a test drive and it ran OK!

Next morning, we drove a short distance to the show through neighborhoods under 40 mph—no problem. At the show, more people came and looked over the engine. The original fuel filter was reinstalled. I thought it most likely had nothing to cause the symptoms and gave back the glass type to Howard.

There were 21 Spitfires and 3 GT6's in the combined two shows. The show was well run at a park next to a lake. John Young went off to buy a new set of tires. He returned to receive an award for the best "round tail". He was the only one! Even with the new tires, John and Lucille had further trouble on the way home. They left St. Louis at about 8 am Sunday. They had a bad electrical connection in the wire from the battery to the ignition switch. He fixed it in a short time and they went to Greenup, IL and stopped for the night. On Monday morning, Sept. 21, they made it to West Terre Haute when something went "CLUNK" and they suddenly had a no-wheel-drive car. They got it flat-bedded home arriving about 2:30 pm. Problems are believed to be in the differential!



John giving Richard NASS award

I was honored to collect 2 awards, one for each show. We drove away at the end of the show, but got little more than 200 yards down the adjacent road when the same exact symptom (power cut off) occurred again. I pulled to the shoulder of the road, ran back, and this time secured John Mangles (the MG guru). All of the triumph cars had already gone. John drove me in his superb MGA to the sick Spit and soon a gathering of several MG's and owners appeared!



MG gurus work on Spitfire

It was like watching a surgery on TV with all huddled around the patient. The bunch seemed in great spirits although it should be added, "it takes more MG people to diagnose a TR." John reinstalled the electric fuel pump and it ran fine to go tour the Anheuser Busch Brewery on Sunday and then back to Indy. We were very thankful for their help. (Although Susan was practically holding her breath until we were a few blocks from home, when she knew that she could walk even in the rain.)



Tour group samples Budweiser brews

Ten days later, my Spit would not start. There was only clicking noises, then nothing. I used another vehicle to run errands. Three more days later, on October 3, I used my 50-amp charger to jump-start the Spit to go off on a fall tour with Indiana Triumph Car Club. Jon Watson made up this tour through southern Indiana to the Ohio River. Gary Poland with his antique green racer (a TR-3 with an early 50's body) met with us at the start "to be neighborly." It was great weather, sunny and slightly cool. In Brown County, on winding roads, we met up with a gang of 6 Model A Fords. They pulled over after a spell and we exchanged honks and beeps. Soon we met coming the other way, a gang of about 2 dozen Honda S2000's and Miatas. Next we met a tour of a dozen motorcycles. Our ITC group could only muster 3 vehicles!



Indiana's historic first state capital, Corydon

We traveled south to a great lunch at The Overlook Restaurant in Leavenworth, IN. It overlooks a big bend in the Ohio River from a high cliff. After eating, Kirk Minster, Susan and I headed east to Corydon to take a tour of Indiana's historic first capital. After sitting for about 3 hours the Spit was sick again and wouldn't start. Kirk helped with a jump-start and we drove non-stop back to Indy. I then put the Spit on a trickle charge. Two days later, I drove it to Dan Miller for better health and futures. Dan installed a reproduction fuel pump and the temporary electronic fuel pump was taken out again. I had mentioned that while at Corydon the battery posts were hot. After 3 days, Dan tried to restart my Spit and had only the clicking chatter. This turned out to be a bad battery, which possibly could have caused all the symptoms for the bad happenings with the exception of the fuel pump. I know that many of you out there think "Why, of course, the battery...duh!" But all the kings' horses and all the kings' men couldn't find this problem over several weeks. So... suddenly, in the space of a couple of days my Spit lost the solenoid, starter, fuel pump, distributor (ignition), and the battery. Believe it or not; we still love these Little British Cars! 🇬🇧



Finally, someone to listen intently to Richard's jokes!



## A Better Road to Travel

*by Dan Herrman, Wisconsin*

Seldom have I taken the ultimately best road to a destination, although that had always been paramount to my plan. Looking back at decisions made regarding my Spitfire, I see that the zigzag road I followed was unavoidable. Until recently, what I now consider the better road did not exist. When I purchased my 1980 Spitfire back in 2001, I reveled in its cornering ability and its seat-on-the-pavement point of view. The fact that its engine had only 53 horses and that everyone said Triumphs were unre-

liable didn't deter me. I liked the way the Spitfire looked. Not to mention that a Spitfire was one of the few classic cars small enough to fit, with wrenching room to spare, in my tiny garage. For a couple of years I enjoyed driving her stock. Then in early 2003, after viewing an engaging PBS show, I got bit by the touring bug. Within moments after watching that show (funny how some decisions come so easy), I had decided to take my Spit down Route 66. I had dreamt about such a trip in my youth and now at age sixty-one, I would dust off the old dream and do it. But, two reasons deterred me. And both concerned the Spitfire.



The Spit didn't have enough power for sustained high speed highway driving and by this time I had learned first hand, that trouble free trips in a 23 year old Spitfire were the exception. Not the rule. Being inexperienced in the art of classic car mechanics and being willing to splurge for what I considered a once in lifetime experience, I made my first and most expensive decision. I hired a local classic car garage to prepare my Spitfire for the proposed trip. Since my Spitfire's body was sound, the only work required was on the running gear. I told the proprietor "to improve the high speed performance and make the car reliable enough to drive thousands of miles without a

break down." The garage did a superb job of fulfilling my request. They rebuilt the engine, increasing the compression ratio from 7.5:1 to 9:1, installed dual SU carbs, a fast cam and checked and/or replaced every part that shakes, rattles or rotates. Then they sent me the bill. I swallowed hard that day! The bill was over twice as much as what I had expected. And a few times more than the market value of the now upgraded Spitfire. The only way I could make a return on my investment was to turn the money spent into miles driven. I did my first once-in-a-life-time trip (Route 66) in the fall of 2003 and my second (The State Capitals tour) - in the fall of 2006.

## SPIT TECH

There were many shorter trips in between and since. But more important to this story than the miles driven, were the lessons I learned first, while on the road and second, while in my garage. On the Route 66 trip I learned that while the pros had succeeded in making my Spitfire “long” on reliability, it was still “short” on horsepower. The lack of power was especially noticeable on the long mountain grades which had to be negotiated in the lower gears. And anytime the Spitfire merged into freeway traffic, the lack of power caused me to automatically aim for the end of the line. Another thing that I wanted improved was the ability of the engine to idle at about 800-900 rpm. The faster cam which had been installed to improve the high speed performance caused the engine to idle between 1100 to 1300 rpm. Many times at the red lights, as I listened to the roaring engine and waited for the green, I found myself wishing that the pros would have installed a stock cam instead. After making good with the pros, I knew that I could not afford to keep them on the wrenches. From that time to present, I have manned the wrenches myself and have gotten an enormous amount of pleasure out of doing it.

Fast forwarding to the present, I can now say that my Spitfire is as close to what I have always wanted as ever. It can hold its own with the modern cars on the long mountain upgrades and can merge into any position I desire. The idle is smooth at 800-900 rpm but, could be set down to 500 rpm if I didn't mind having the oil pressure idiot light come on. And the neatest thing is that my on going obsession with reliability has not been compromised. In fact, the reliability of the transmission has been improved simply because it spends more time in high gear. In high gear the gears do not wear because they do not transmit the driving force. Okay! Now I'll tell you what was done to improve my Spits performance. I replaced the fast cam with a stock cam, lowered the compression ratio from 9:1 to 8.5:1, replaced the dual SU carbs with a single SU HIF38 and installed a supercharger. You didn't miss read that first part! I actually undid much of what had been done to my engine because with supercharger installations, it is easy to push the power envelope too far. I am not willing to trade reliability for horses. The supercharger added a very noticeable 23 horses to the rear wheels





(Before/after results posted at [www.adventures-limited.com](http://www.adventures-limited.com).)

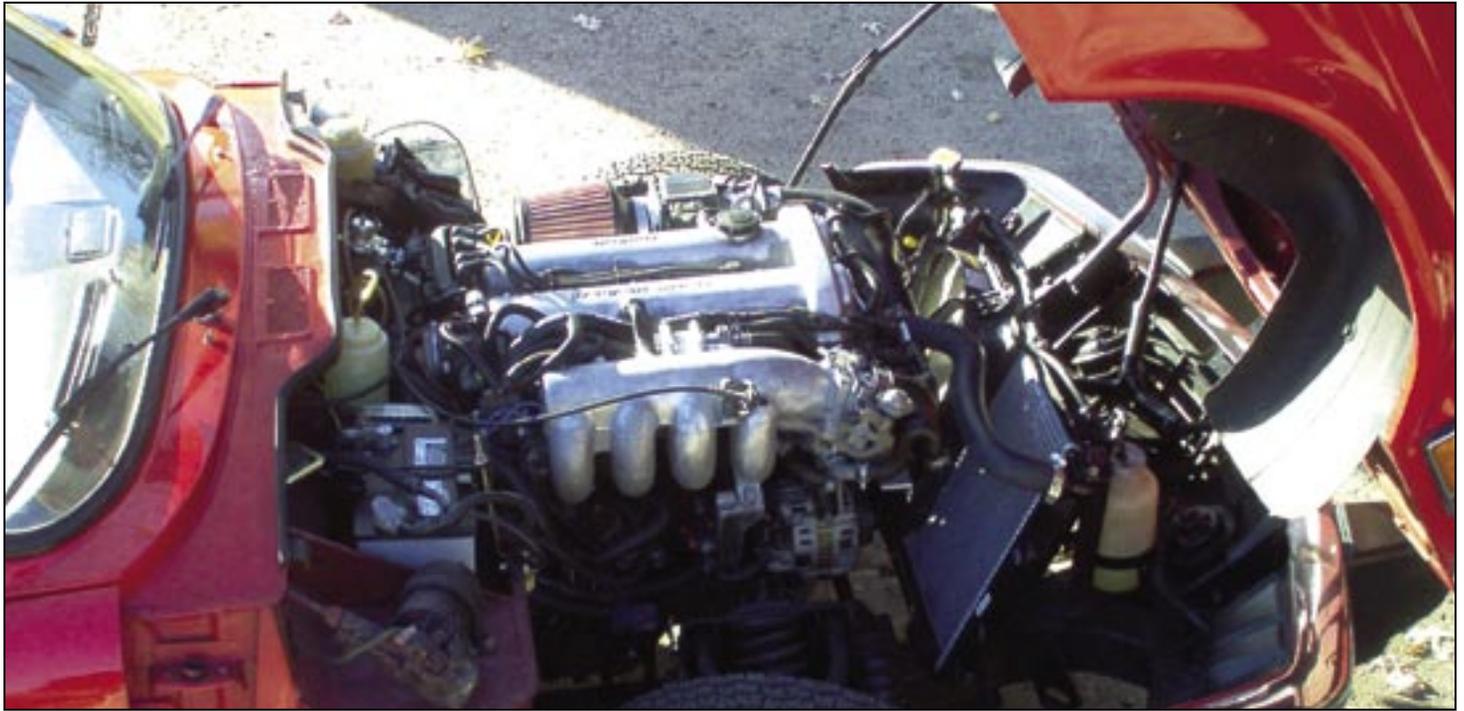
At this point in my Spitfire experience, after having spent many unnecessary dollars on devices that produced at best marginal results, and even more dollars hiring the pros do what I have since learned to do for myself, I feel I am competent enough to provide owners of still stock spitfire's with a rough but, economically sound up-grade plan. By following the plan, you will end up with a reliable, long lasting, well behaved, able to hold its own, all purpose Spitfire. And although most Spitfire owners will be turned off by the plans still expensive price tag, this time the money will produce noticeable results. And should you ever decide to sell, the results will also be noticed by the buyer test drivers, which should increase your chances of recovering a good chunk of your investment.

If I owned a stock Spitfire today, this is what I would do to it. I'd install a supercharger on a sound engine. Rebuild the engine if necessary, having someone who is competent doing the work. No need to increase the compression by installing flat top pistons, the supercharger will work great with the stock 7.5:1 CR. A stock cam is fine. An electronic ignition is essential. Investing in a gear reduction starter is economically sound because you will only have to buy one starter. The same goes for the stock alternator. Make sure your cooling system is in top condition and that the cooling temperature indicating gauge is accurate. The stock cooling temperature gauge, which gets its voltage from a failure prone voltage regulator located on the back of the speedo, is so inaccurate

that Triumph didn't have enough guts to put temperature numbers on the indicating dial. My Spit came with a combo oil pressure/water temperature gauge that I know is accurate because I have given it the boiling water test. If your budget allows and your existing transmission needs work, a Ford Type 9 transmission kit makes sense. I had one on order and it would have been the 5th tranny that my Spitfire has sported since I've owned it. The pros replaced my original with an e-bay purchased OD unit. Within 500 miles, it shed a tooth on the cluster gear and was rebuilt. I replaced that one after the Route 66 trip because, while on that trip I encountered a long hot (100 degree ambient) up-grade that caused the transmission to overheat, turning the transmission oil to foam. Twenty miles of up-grade in 3rd gear, coupled with foamy oil lubrication wore the teeth on the input gear so thin that I was lucky to make it home. Its replacement is still in my car doing fine, except of course for the usual oil leaks. In the fall of 2007, I retired and the Spitfire remains my favorite Ah, money sink.

I had hoped to install the Ford Type 9 kit this winter from the same vendor that supplied my supercharger, but the bad economy of the past year forced him to close before I could get the kit. Next spring I will be looking for another source for a decently priced kit.

When the Spit is once again out of winter hibernation, it is highly likely that I will be visited by the touring bug. Hey! That reminds me! Did any of you guys catch the show PBS did on the Lincoln Highway? 🍷



## Miata Powered Spitfire

*Car owned and story by Dan Patrick, Fort Wayne, Indiana Project by Dan Patrick & Brian McGregor*

### Spitfire/Miata Transplant

A few years ago my eldest daughter married a young engineer who is a car guy. The rest of my family is very musical. My son-in-law and I are definitely not! All I know about music theory is that the circle of fifths has nothing to do with alcohol. When music theory got too thick we (Brian and I) would escape to the basement or garage. We talked about cars and things we would like to do with them. Among other projects, we had kicked around the idea for an engine swap to improve the performance of my 1978 Spitfire. In car magazines, they seem to do this kind of thing in two weeks. Right! It took us over two years of Sunday afternoons. I hope to share our experience with this article.

Even though I am now in my middle fifty's, and love my Triumph, the lack of horsepower didn't excite me. On the interstate I found myself peddling as fast as I could. Our discussions were always on the theoretical side, something like Fantasy Football. Brian wanted to put in Detroit iron. I had seen small Brits that had V-8 transplants and thought that they were nose heavy. They seemed to go well, in a straight line. I also hate the Spitfires that have aftermarket hood scoops (usually needed for engine clearance). Why destroy a masterpiece of body design? I never wanted to destroy the looks and handling, indeed the essence of what I like in the Triumph with such a change. Sorry if I offend, it's just my opinion. If we ever did an engine swap, it would have to be an engine that would fit under the hood. Ok, the bonnet. The donor engine would of course have to be more powerful (not hard) but not ridiculously so. If we replaced the engine, we should also mate it with a same brand transmission. The historical best choice was the Mazda rotary engine from an RX-7. Unfortunately the rotary's reputation for comparably short life, high rebuild cost, and being increasingly hard to find, led to other choices. Because of the computer, transmission, and wiring harness,

it would be best to buy a whole donor car and cannibalize rather than picking up the parts piecemeal. Therefore the donor car would have to be rear wheel drive with at least a 5 speed manual transmission to make it a true interstate capable vehicle. Initial cost and available parts would be critical. For me, the logical candidates came down to a Ford V-6 or a Miata. I am the first to admit that my skills were lacking for such an undertaking but Brian assured me he could do what I could not. It was a statement he would come to regret. Brian did much more of the work than I.

Finally, the old transmission in the 78 Spitfire gave up the ghost. This changed the conversation of power plant swaps from the theoretical to an impending event. My first Spitfire, a 1979, had been in show room new condition. If this had been my old 79 Spitfire, I would have repaired it and been back on the road in a couple of weeks. As this car was not pristine, I decided to try to improve on the original. Not wanting to do it the hard way, I went on-line to see how many people had completed a similar transplant. One man had made the Ford transplant from a Capri which was awesome! The problem was it had so much power he could not keep a rear end under it. Is there such a thing as too much power? I looked for a Miata conversion and was surprised not to find any. One man has a web site and had started but several years later, I could not find that he completed it. I know they have to be out there but no one was talking about it.

Brian found a 1993 Mazda Miata that had 60,000 miles and front end damage. The car didn't look that bad but the crumple zones on a modern car make them too expensive to fix. An added benefit to buying the Miata would be to use its seats. Considering this Miata had good seats and knowing the cost to replace my worn out Triumph seats, I didn't think my risk to be great. In addition, I knew we could sell some of the unused parts from both cars. When

the project is finally finished I will know if it was money well spent. The Miata was purchased for \$1,000 dollars and I drove it home. Although not a big fan of things Japanese I had to admit, the car was fun to drive. It would have been more fun to drive if it had been designed for taller people. At 6'2" and 200 pounds, I am a taller than the average American but in Japan, I must be huge!

As I compared the power trains of the two cars, it appeared that I could double my horsepower without an appreciable gain in weight. I regret not having the engine/transmissions actually weighed while out of the cars. As it is, I think I will have a 400lb weight savings over a 1st. generation Miata. I can't wait to catch one at a stoplight. Here kitty, kitty,...

### Mazda/Spitfire Comparison

Engine	Mazda 1.6 (1597 cc)	Triumph 1500 (1493cc)
Composition	Iron block/ aluminum head	Iron block and head
Valve Gear	DOHC 16 valves	OHV 8 valves
Compression Ratio	9.4:1	7.5:1
Horse Power	116 @ 6500 rpm	52.5 @ 5000 rpm
Torque, net lb-ft	100 @ 5500 rpm	58.65 @ 2500 rpm
Fuel System	Multi-port Fuel Injection	Single Zenith-Stromberg 150 CD4T
Transmission	5-speed manual w/overdrive	4 speed without/overdrive
Composition	Aluminum case	Iron case
Differential Ratio	4.3:1	3.89:1
Standard Tire Size	P186/60R14 82H	P155 SR/R13
Curb Weight	2222 lbs	1814 lbs

In May of 2007 we drove both cars out to Brian's shop. At this time some words of acquired wisdom:

1. Make sure you and any co-conspirators are on the same page in terms of time commitment, schedules, and dead line for completion. I discovered after the point of no return that I had a "lets get it done and back on the road as soon as possible" mind set. Somehow I thought this would be quick. My son-in-law had a "this is a nice on-going project that we can work on together occasionally" mind set. For him, the joy was in the building and for me, it was in the driving. We finally came to a middle ground with me appreciating the process and Brian becoming more focused on the project. Never, never, never do this to a car that you need for transportation. Re-building a car, like life itself is a journey. It is not worth missing out on family events or causing family friction! If you are as goal driven as I am, you may have to repeat this to yourselves often.

2. For those of you that had ever disassembled anything to repair or rebuild, you know the disassembly is the quick and easy part. And so it was with us. I will tell you that even though you know where everything goes, take pictures, label everything, and put bolts back where you found them. You will forget! This is especially important when you mix British and Japanese metrics. I wasted so much time in relearning all of this.

3. Limit the scope of the project. At first I wanted to put the entire Miata mechanicals under the Spitfire. I quickly discovered that was too much and just getting engine, transmission, and computer to work with the Spitfire would be a great accomplishment.

4. Know-or learn- how to weld. You will need this skill often. There is so much try and fit involved, that a short course at a tech. school and a welder will be time and money well spent. In our case, Brian is an accomplished welder and did some remarkable customization, especially with aluminum.

5. Figure your cost, including fasteners, exhaust, wiring, welding supplies, etc. and then double it! Granted, I spent more than I planned because of upgrades including using stainless for the exhaust and most fasteners, but I did underestimate the cost. Because my wife may read this, I won't go into details.

6. As a corollary to number 5, double your time budget as well (and then double it again). I owe Brian a debt of gratitude for all the hours he spent and it wasn't even his car.

### The Beginning



The donor car

We were able to sell the top from the Miata, the Triumph engine and finally the rest of the Miata. Looking back, I wish I had kept the Miata longer and later sold it in parts, but money and storage space was a concern. I also wish I had kept the old engine for some future project but sold it for reasons above.

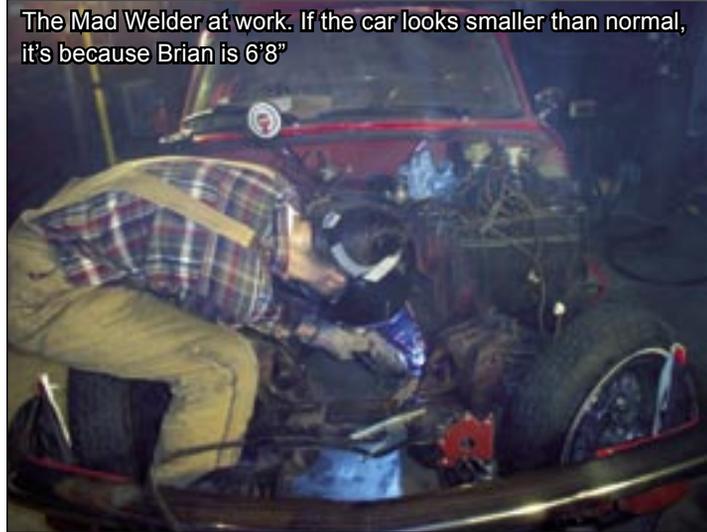


The old 1500 engine

# SPIT TECH

## Making it fit

Of course we had taken measurements before starting our little project and we felt we were close - but no cigar. The Miata with its double overhead cams is an inch taller than we preferred and its 5 speed transmission is considerably longer. The solution was to move the engine as far forward as possible with the oil pan being the limiting factor. Of course, the further you moved the engine towards the front, the less hood clearance you have to work with. To gain clearance we had to take an inch out of the front cross member and re-enforce it with much heavier metal. We also lowered the steering rack pads. To do that, we also had to make a well for the steering gear.



The Mad Welder at work. If the car looks smaller than normal, it's because Brian is 6'8"



The new plate ready to be welded in. We also had to shave off a small amount of the frame's upper flange, a little off the shock towers, and a little off of the clutch lever, nothing that affected the strength. Note in the photo, the frame motor mount are installed. Brian doesn't think much of the lightness of British metal. I tried to tell him that speed is a function of power-to-weight, not only power. Brian was unconvinced. He still likes Detroit iron! At every opportunity, he rebuilt the frame with heavier material.



By lowering the steering box, we gained clearance but we had to extend the steering shaft an inch.

The next challenge was to make motor mount brackets for the chassis and for the engine. We decided to use the Miata mounts so they could be easily replaced if needed. We also wanted to use the existing mounting bolts and holes on the engine block. We did splurge on stiffer rubber inserts which I don't really know we will need. For the brackets, we wanted to mimic the Mazda set up as much as possible. We also wanted the brackets to meet at a 45-degree angle to compensate for the torque of the engine. Below is the bracket for the frame.



▼ One of the brackets welded to the frame.





▲ This is the new bracket for the engine. One thing about Brian is that he never under-builds anything. Did I mention he is an engineer for a heavy truck manufacture?

▼ Below is the engine bracket and Miata stock mount. For the left (drivers) side of the engine, we had to notch the heat shield of the mount for steering shaft clearance.



▼ Here is why we had to notch the mount. You will notice the stainless steel header comes close but it is not a problem.



By moving the engine forward, the only modification to the alternator was to use the next size smaller belt. And that was because of using an under driven pulley. With the front mounts done, we turned to the rear motor mount. The Mazda five speed is used in several vehicles. The way it is mounted in the Miata is through a large bracket actually cast in the transmission case and then bolted to a “backbone” that runs down the middle of the car. It was a great idea for a car without a true frame. For our purpose, we found two threaded bolts holes under the tail shaft that we could bolt a bracket to. We (i.e. Brian) fabricated a mount that we bolted to a cross member on the frame that happened to be in the perfect spot. Sometimes you get lucky. We gave the case a diet cutting off the extra bracket and smoothing out the case. We were careful not to take away too much material so as to not lessen its strength. Remember, I said Brian never under-builds.



This is the transmission after shaving off the old mounts. Notice that this is a long transmission. We (Brian) shorten the shifting rod which allowed us to move the shifter 4 inches forward. Care must be taken to re-position the pawl and holes exactly. The Miata shifter is straight so it will be close to the original distance from the fire wall but closer to the tunnel. It's a very comfortable position.

## SPIT TECH

The engine now fits under the bonnet. I can't tell you how many times we tested for clearance. Some modeling clay is very useful in checking clearance with the bonnet down. You form a small ball of clay and put it on the front of the engine and slowly close the bonnet. When you open the bonnet, you can measure how much clay is uncompressed. We now had over an inch of space and the proper degree of backward tilt for a great installation. With the high durometer rubber in the front mounts and rubber "donuts" we made for the transmission mount, we were good to go.



We have clearance at top and bottom. All the work was worth it. Our front stop is the steering rack as the under driven pulley will ride over the rack. With moving the engine forward we clear the alternator without modification



The transmission is a five speed which makes it one long tranny. Naturally we had to shorten the drive shaft. This was farmed out so it could be spun balanced as well.

By now we had spent the time I, in my naivety, had thought we would spend for the entire transplant. I was getting frustrated. Summer brought more pleasant working conditions but it also brought other things that needed done, grass to mow, vacations scheduled, etc. At the same time my job had changed requiring me to be on the road four days a week. By Friday night, I was bone-tired. On those weekends when Brian couldn't work on the car, my body

wasn't nearly as disappointed as my mind was. I resigned myself to go another summer without the Spitfire to drive. We have all seen the ads in the paper that say, "For Sale, restoration, 90% complete". Although I now have much more sympathy, I was determined to not be one of those guys. If you had asked me at this point if it was worth it, I would have said, no. Actually I would have said Hell No! I began to wonder that when we got the Triumph back on the road, would I still be young enough to get in and out of it.

### Making it breath

We now had the engine fitting inside the bonnet of the Spitfire but there was still a lot to do getting everything else plumbed and snug. For the air filter we used a HPS which was an EBay find and pretty simple.



The next big obstacle was the exhaust. Here is a place we spent a lot of time. We decided to go with 1-1/2" stainless pipes for the header for two reasons. Number one, it would never rust. Number two and more importantly, it looks cool! I found a great source for tubes at a place near Cleveland called Stainless Works. As my home office was in Cleveland, I picked up the parts on a scheduled trip for a meeting and saved the freight. I might not use stainless if we were to do it again. Working and welding with stainless is a whole new set of skills. Trying to get show room quality welds took a bit of experimenting. Standard steel would have been cheaper and much quicker. We later decided we needed a heat shield which deleted some of the esthetics of using stainless.



## Keeping it cool

We redesigned the water inlet & rear water outlet that goes to the heater. The outlet originally went to the left. The change made the hose layout much cleaner. Adaptors for the hoses were purchased locally.

Cooling the beast was a concern. The old Spitfire radiator was only marginally adequate. I solved an overheating problem when I first purchased the car by removing the front license plate. Sure glad Indiana only requires the back plate. We had hoped to use the Mazda radiator but found it to be too tall. Our local radiator shop found us a Nissan radiator of proper height, width, and filler location. We welded brackets onto the radiator so we could use the Mazda fan and wiring. We also welded brackets to support the unit. Because of the more forward placement, we needed to tilt the radiator forward much like the ones on the 79-80 Spits.



This was one of our few “Oops”. When we routed the air intake we found the fan had to be moved to the side for clearance. This has the advantage of more air flow over the exhaust and air intake.



Our first design for the fuel pump did not allow the back panel to be replaced. I decided I wanted to make the car look as stock as possible and put back the fuel tank cover. Brian remade the bracket and rerouted the pump. I don't think he was pleased.

## Making it live

The wiring diagram with pictures is only two pictures for the Spitfire. For the Miata, I have twenty pages without pictures! I could handle the Spitfire part but not the Miata. Again Brian was the expert and I the light holder. I put the computer in the passenger foot well which is the same location as in the Miata so as to reduce changing the wire lengths. Since the computer is in harms way when my wife slams on her imaginary brakes, I protected it with a steel plate. I understand later Miata's moved the computer location. Perhaps my wife isn't the only one that puts her foot through the floor boards. We decided to separate the system using a new style fuse box for the Mazda and keep the old box for the non-engine functions. By using the smaller Miata battery, we had room to put the new fuse box next to the battery.



## A Place to Drink

The transmission tunnel had a hole where the old shifter came through. I had to make a shifter annex to the tunnel due to the 5 speeds' length. So it was a perfect place for a cup holder.



## A Place to Sit

When we first started this project, one of the perks was to use the good Miata seats in lieu of my worn out Spitfire ones. I had seen several web articles on how to make them fit. They do fit—if you are less than 6 foot and less than 200 pounds. For me, they felt a little tight. We had come so far to end up with a car that would not be a kick to drive. Local shops wanted a grand to redo my old seats and buying new foam and covers to do them myself was not much better. Finally, I found a guy who would do the seats for half the price of the other guys. With a very understanding wife and a promise to sell the Miata seats, I got the old seats redone. Anyone want to buy some seats?

Finally, we were done! Done that is except for fixing some Lucas wiring (*I hate Lucas*). I redid the wiring to the headlights and replaced most of the connections. The Prince of Darkness is at least partially vanquished!

## Was it worth it?

This was the question I tried to find out from others who put in the Miata engine but could not. My answer is “maybe”. The car is very fast and very fun. The 2-1/2 years of Sundays were at times fun and at times drudgery. I learned a lot and missed a lot. I got closer to my son-in-law and blew my budget. When my wife gave birth to our three children, she went through incredible pain only to want another one a few months later. I'm not that strong. I will take time to really enjoy this car before I can say defiantly yes or no. In the meantime, if I pull up to you in your Miata, MG, or Triumph, hang on to your doors. ☺



## The Magic Buttons

by Mike Paserchia, New Jersey

I purchased my Spitfire new in 1979 and it has had its fair share of minor problems. One of the problems I have attempted to repair over the years is the dreaded Spitfire sag. After years of driving a Spitfire, it tends to sag on the drivers side.

I replaced the rear leaf spring with the Heavy duty spring (extra leaf) about seven or eight years ago. Although the amount of sag did decrease, it did not eliminate it. Over the next few years the sag increased and returned to where it was before replacing the spring.

I then swapped the right and left front spring/shock assembly, which had no effect on the sag. Then, I added the corvette air shocks to the rear and put different amounts of air pressure in each unit. This did eliminate the sag, however I did not care for the ride and have always felt that this masked the real problem.

With no other ideas to correct the sag, I have lived with the bouncy ride of the air shocks for the past two years. Then a fellow Spitfire owner, Rohan Desilva, showed me some Teflon buttons he had purchased on E-Bay. I did not think that they would make much of a difference, but I told him to come by one day and we would install them. A week or so later, Rohan came by, we removed the rear leaf spring and found that one of the leaves was broken in half. We then put the new buttons in my old spring and installed it in his car. We were both very impressed with the ride, height, and the elimination of any sag. We could only find a place for six of the eight buttons he received. I sent a note to the E-Bay contact he purchased them from to find out why he sells them in groups of eight. The contact said all eight should be used, however he did not say where.

As Rohan got ready to drive home he tossed me a plastic bag with eight more buttons in it and said this is for you. The next weekend I put them in my car and I to am very happy with the Teflon buttons.

Before I did anything I let all the air out of the rear shocks and took some measurements. Measuring from the ground through the center of the hub to the top of the wheel arch the driver side was 22.75" and the passenger side was 23.125".

After installing all eight buttons(extra leaf on Heavy Duty Spring) the driver's side is now 23.5" and the passenger side is 23.625". I then put a minimal amount of

air in the shocks, and took it for a ride.

Installing these buttons is fairly easy and can be done in about an hour, however any one who knows me will understand that it took me a little over two hours because I must take the opportunity of cleaning and polishing anything I take apart on my Spit.

Here is the way we replaced the buttons.

•1 - Remove one seat (I find it easier than trying to fit in-between the seats to work)

•2 - Remove rear interior panel (6 screws)

•3 - Remove Access plate (2 screws)



•4 - Remove Bolt at each end of spring



- 5 - Remove 4 Studs holding spring to top of differential (use double nut method to remove shaft)



- 8- Place Teflon buttons in place of rubber buttons and stack the leaves together.



- 6 – Remove spring from one wheel well



- 9 - Place spring in strong vice to compress it enough to reassemble the spring.



- 7 – Disassemble spring taking note of the placement of each leaf.



- 10 - Reinstall spring in car by reversing the removal directions.



- 11 - The finished result! 🏆



# The 2009 NASS Central Spit-Together • Dayton, Ohio

by Mike Ross & Ted Bush



The first weekend in August marked the beginning of the NASS Central Spit-Together in Dayton, Ohio. And what a glorious weekend it was. The events started Friday evening with dinner at the Quaker Steak and Lube restaurant. As the name may imply, it's a theme restaurant dedicated to motorheads. The interior is decorated with cars on real four-post lifts and cars imbedded in the walls and hanging from the ceiling. The restaurant management cordoned off a section of parking lot for our Spits and GT6s right in front. The sky was blue with a bright sun. A light breeze and moderate temperatures made for a perfect evening for dining outdoors and watching the sunset.



The main event was on Saturday, the Dayton British Car Day show and the NASS Central Spit-Together car show within a show. There were over 350 British cars at the show. There were 23 Spitfires and 6 beautiful GT6s. It would have been 25 Spitfires but Dave Doehler's Mk3 had some transmission troubles in Dayton and was not taken to the show. Allen Banks broke a rod driving from Columbus, Ohio and had his car towed to Dayton. Unfortunately, he didn't arrive until after the show and wasn't able to enter his car. However, both were able to attend the dinner after the show.



A fitting end to the Dayton British Car Day show was the awarding of the "Best of Show" trophy to a beautifully restored Mk1 GT6 owned by Bill Brown. The "Longest Drive" BCD trophy went to a GT6 from North Carolina. N.A.S.S. members Randy Joles, Doug and Shannon McArthur and Louis DiPasquale won 1st Place BCD trophies in their respective classes. A.C. and Bev Tillman, Mary Ann Edwards and Russell Mills won Awards of Excellence.

After the show, we drove to Chris Campbell's home for an extraordinary meal served up by Chris's wife Janice and her friend, Ginger Jones. Music was provided by a professional vocalist and Dulcimer player.



The Central Spit-Together was capped off with a visit to Miami Valley Pottery and a covered bridge tour of south central Ohio between Dayton and Yellow Springs. We started by meeting at Bob Evans for breakfast and leaving from there.

We stopped at Miami Valley Pottery and had the opportunity to tour the kiln and work shop of Naysan McIlhergey. Since he was away in Madagascar (looking for Penguins I think) his mother and one of his friends gave a very informative tour of a rather large wood fired kiln and the workshop/show room. He does some very interesting work and it was well worth the stop. One small car issue there; Mary Ann Edwards's car had a leaky fuel tank, the sender valve cover. Bob Arnett tightened and at least slowed the leak until the fuel level dropped below it.



Then on to Xenia for a quick stop at Mickey D's for the old guys to visit the powder room. At that point we back-tracked a bit to head to our bridge tour. The first bridge was on Charleton Hill Road, and we crossed the river on a new bridge next to it. The second bridge was on Federal Road, and we crossed it, and got a few rolling pictures. The third bridge was the Ballard Road covered bridge. We crossed it to end the drive at a Cold-de-Sac for a group picture.

We had 14 spitfires and a GT6. The tour was about 23 miles of almost all back roads. The drive continued from there to Clifton Mill for lunch, but I left them at the last bridge to head for Kentucky with several friends in caravan. The drive was attended by Kevin Hale with C/P David Doehler, Debbie Burleigh, Chris Campbell & his son Gavin, Richard Campi & Susan Beauchamp, Doug and Shannon MacArthur, A.C. & Bev Tillman, Randy Joles & Jim Hribar, Ted Bush, Bob & Sara Arnett, John & Lucille Young, Mary Ann & Ron Edwards, Marv Robbins, Dale & Stephanie Ballard, Russell Mills and Bill, Mike Ross, and Daniel Ross, the photographer. 📷



# 2009 NASS Midwest Spit-Together • St. Louis, Missouri *or Saint Louie or Bust (& Bust & Bust)! by Howard Baugues*

Four Spits met in West Terre Haute Indiana to travel in a caravan to STL, 190 miles away on Friday morning. John & Lucy Young in a 66 Spit Mk2, Richard Campi & Susan Beauchamp in a 75 Spit, Bob & Sara Arnett in a 78 Spit, and Howard & Ginny Baugues in a 76 Spit. We made it 15 miles before the first “breakdown”. The 66 Spit threw some tread from his 30 year old tires... but the tire still held air! John had no jack, and the lug-nuts had not been off in 10+ yrs. We unload a couple trunks to get a bottle jack and a factory jack to change his tire. His spare was equally as old as the other tires.



The group took off again and soon the yellow 75 Spit pulled to the side of the Interstate. They were having surging problems. Checking the gas line, they had gas streaming into the pump, but after cranking the engine over, no gas was coming out. We diagnosed a failing fuel pump since Richard still had the original fuel pump on after 180K miles. I took Richard



to the nearby town of Greenup and purchased a universal fuel pump and some wire. Back to the stranded Spit and we improvised tying in the pump and started off again. He pulled to the side again with what seemed like the same problem. We decided to limp to the next exit, have lunch and then try to fix the problem. Dairy Queen was our choice for lunch (as if we had many choices in rural Illinois). After lunch we chased gremlins for an hour, trying several things, even removing one of my renewable fuel filters and replaced his filter, that he claimed was new, but was actually 2 yrs old. The Spit still cut out about 2600 rpms with no power.

I called club president Mike Ross who was trailering his GT6 from Dayton Ohio to STL. He had passed our group while we were eating lunch and was about 50 miles ahead. He agreed to stop and wait for us, and haul the disabled Spit on to St. Louis. It took us almost 2 hours to travel the 50 miles as the top speed of the ailing Spit was 45mph. Do you know how many people will fly you the bird for going 45mph (the legal minimum) on the Interstate??? Most of them! Mike already had his GT6 off the trailer and was ready for the Spit to be loaded. 5 minutes and we were on our way.

We stopped at a rest park just before the Mississippi river for a break, and my Spit flooded when I tried to start it. A couple times cranking with the pedal to the floor and it was running again. We headed toward the west side of St. Louis and arrived at the host hotel a mere 7.5 hours after leaving West Terre Haute! The welcome party / cook-out was already well underway and the sun was starting to set when we arrived. We had a great evening unwinding from our drive over.

Saturday we were heading to the show when John Young called and said his spare tire had lost air and he needed help airing it up in the hotel parking lot just down the road from the host hotel. I

used my 12v air pump, got the tire inflated and we drove to the show. After getting set up for the show John Young drove his Spit to a local tire shop and got 4 brand new tires, mounted, balanced and complete for a total of \$104, a real bargain. While voting was going on some of the local Triumph folks worked on Richard Campi's Spitfire and got it running better by removing the electric fuel pump and replacing the electronic ignition unit.



NASS members gathered by the tent for a group photo, then handed out awards. Winners were:



▲ Roundtail Spits - John Young (IN)-1st



▲ Early Squairetail Spits - Jim Wheeler (AR)-1st



▲ Richard Campi (IN)-2nd



▲ Jack David (MO)-3rd



▲ Late Squairetail Spits - Bob Ross (AR)-1st



▲ Bob Arnett (IN)-2nd



▲ Bob Berger (MO)-3rd

# CLUB SCENE



▲ GT6s - Mike Ross (OH)-1st



▲ Ron Theel (MO)-2nd



▲ Jack Fansher (MO)-3rd



▲ Daily Drivers - Ginny Baugues (IN)-1st



▲ Diamond in the Rough - Craig Madsen (MO)



▲ Officer's Choice - Bob & Sara Arnett 78 Spitfire



▲ Farthest Traveled - Bob & Judy Ross, Little Rock Arkansas

Original plans for the ferry ride across the Mississippi were scrapped as the nearest running ferry was an hour in the wrong direction from our Saturday evening plans. Instead we drove to downtown St. Louis for supper at a local Italian restaurant. One the way to supper we were witness to the start of the St. Louis Balloon Race. Lots of colorful balloons lifted off over the city as we maneuvered through evening traffic.





As we reached the restaurant, the rains came in and we scurried to put the tops up before sitting down to a wonderful dinner. The rain continued while we enjoyed the local cuisine. When we left the restaurant the rain fell harder so we cancelled our trip to the drive-in movies. We headed back to the host hotel to call it a night.



Sunday morning some members headed for home early and a few headed to the Anheuser-Busch brewery for the Budweiser tour. The tour was fun and enlightening, even to those of us that do not drink beer on a regular basis. Seeing the entire process from grain to amber liquid was a treat to all that attended.



After the brewery tour, with the rain still falling, we decided to skip the visit to the Arch and head for home, just the Spitfire from Indianapolis, and our Spit from West Terre Haute. Fortunately both cars made it home uneventfully Sunday evening.

It was a fun weekend, even with the breakdowns and rainfall. Anytime NASS members get together, we have a great time! 🍷

# VDCA's Hurricane In Savannah

by Bob Spruck, MotorMouth/south

## ON TRACK

The Vintage Drivers Club of America has held a September event at Roebing Road Raceway near Savannah, GA, for the past four years with its usual success. However, this year they gave it a name, somewhat boldly calling it the Hurricane in Savannah.

Last year's event had been cancelled three days before it was to take place because of the Weather Service warning of a real hurricane projected to come ashore at Savannah and head directly for the track. "It was an easy decision," said Mike Jackson, the major domo of VDCA. Once he had got a call from the SCCA group that was to provide last year's safety workers, announcing that, based on the strong probability posed by the weather, they would not be there for the weekend, he made a lot of hurried phone calls to the pre-registrants and, as you can imagine, disappointed many vintage racers.

But this year with a weaker hurricane season forecast, Mike took a great chance, tempting fate and defying the weather gods by naming this September event VDCA's Hurricane in Savannah. Those weather gods, like many of us optimists, ignored Mike's feeble attempt at humor, and we experienced low humidity, reasonable sunshine, no precipitation, and slight breezes for an absolutely perfect racing weekend. Mike and his crew's race management prowess, however, was serious and effective, pulling off another in a long series of well-run, fun, safe, and eminently enjoyable events.

A good example of VDCA's race management is the time-sharing with other race organizations. VDCA is a volunteer-run, non-profit club comprised predominantly of men and women who remember what racing was like before it was called vintage racing and who want to race today just like they raced back then. That means you will find a wider selection of marques as well as some cars on the fringes. Ginetta, Mercedes Benz, Lotus, Turner, DeTomaso, and Bobsy were some of the marques represented just this weekend. Sure, there were plenty of TR4/250s, MGBs, a variety of Alfas, and only a few Porsches. But you can usually expect to see the unexpected. Regardless of what you were driving, you got plenty of time to drive.

This was a two-day event and, as is usual with VDCA, the track was shared with other, non-vintage groups, to help share expenses and the experience. Despite sharing the track time with the Lightning Group from N.A.S.A. and a PDX group from SCCA, the three VDCA classes got four practice sessions on Saturday and a one hour enduro and Class races on Sunday. Having a Class A for smaller/slower cars, a Class B for larger/faster cars, and a Class for open wheels racers enabled the vintage drivers to enjoy three and a half hours of track time, which is what most of us were happiest about. It also provided the chance to race with cars we don't ordinarily race with since the usual 8 Groups were reduced to 3.

VDCA is an informal, family oriented, and volunteer run organization. A few good examples of this were shown this weekend by the response to a call for help posted at the registration window. Susan Slater gave up crewing for her husband Tim to drive the pace car. She did a commendable job and had a ball. She also got quite a few laps on the track in a neat street car and has a much better idea of what Tim has been talking about all these years. James Majetich, Don Marshall's 17 year old son, rose to the occasion and volunteered to help out Timing and Scoring's Margaret Mitchell, and the drivers by running the time sheets across the track after each session. It may not be as exciting as driving the pace car, but it, never-the-less, is an important job because it keeps the drivers informed of their lap times and how the competition is doing. It also keeps them from getting rowdy and complaining. People like Susan and James, who change their plans for the weekend and give up their time to help the organization, help to make VDCA's events run smoothly. Volunteer sometime, you might discover a new interest or talent as well as having fun!"

Although times were taken and promptly posted after each session, most of the talk around the paddock was not about our lap times, but the wheel-to-wheel racing. Another aspect of the VDCA philosophy is the sanity and safety exhibited by all. One BMW in the N.A.S.A. group had a little problem with the wall, but only one Vintage open wheel car caused a delay when he dumped "only" a little oil in the carousel that took a while to clean up. It is amazing how many square feet of track a few ounces of oil can cover. Just ask the crew that had to clean it up!

The Sunday morning endurance race was a timed event and the front runners were able to fit 39 laps of the 2.02 mile course and a five minute "pit stop" into the hour allotted. Not unexpectedly, the Formula Fords and sports racers pretty much ran away with the race, but a few production cars made their fans proud. Mark Turner started on the pole in his sleek Lola T-200 with the beautiful and fast Ginetta G4 driven by not so beautiful, but fast, Lee Talbot right behind him. Gordon King brought his Royale RP4 this weekend rather than his Mini and was probably glad he did. He started third and in the eight laps he was able to complete, he had the fastest lap time of the day. If only he could have stayed in the race, there might have been a whole different outcome, or at least some fantastic racing. Lee and Gordon both got past Mark by the start of the second lap and then Gordon got around Lee. That was enough jostling for them for a while until Gordon dropped out on lap 8. The other two remained in the top two positions with Bill Charlton in his Zinc 210c pressing in third until the pit stops around lap 20. Bill never really recovered and finished sixth, 2 laps down. Lee led while Mark took his stop but lost the lead when he stopped. Must have been the longest 5 minutes ever. When they were both back on the track, Mark kept the advantage until the end. In the meantime, the very shiny and very fast TR 250 of Leo Oddi, always near the front until his stop, put it in overdrive for the last half of the race and blasted into third by the time the checker fell. Just about all the rest of the drivers reported immense amounts of fun as they talked about dices, passes, strategies, perfect laps, and sometimes beating that competitor they always wanted to beat. There were very few tales of woe. If you think an 8 lap sprint race or a twenty minute practice session is fun, just try a 39 lap one hour endurance race sometime!

Three Spitfires were in Group A and Class 1 FP for small displacement cars. Mark Craig had his always fast '72, Johnny Johnson had his '64 and showed some speed, while Tim Slater had his "new" '65 running well. Tim's car is very well put together, has some great history, and, of course, is very well driven and competitive. It will be the subject of an upcoming feature article. Mark got a good start from third on the grid behind Stan Heath's MGA and Bob Van Kirk's Midget. Bob and Mark passed Stan and held off a charge by John Tremblay IV in his Fiat 124 with 2000cc, DOHC and dual Webers. Tremblay and Van Kirk went on to finish first and second after Mark returned to the paddock after three breathless laps. Tim also had a good start and advanced further after a few laps to finish a very respectable fifth in a car with much less displacement than the ones ahead of him. Tim has a reputation for well prepared and fine looking cars as well as a smooth and aggressive driving style. All of his many race cars are Spitfires, by the way. Johnson was also quite quick compared to the competition and advanced from seventh at the start until he dropped out on lap seven. Both Tim and Johnny advanced well in the early stages of the one hour Endurance Race while Johnny finished four spots closer to the front than where he started.

Even though the weekend was over too quickly for most of us, we look forward to the VDCA event at Roebing on December 11-13. The three-day Season Finale with the annual barbeque and oyster roast should make for even better racing. Better racing you want? Sign up for the VDCA weekend at Road Atlanta on February 20-21. It may be the first time there for VDCA and some of the racers, but those of us who have raced that track in the past can't wait to do it with VDCA. ☺



Tim Slater's "New" toy—a beautifully done 1965



Johnny Johnson's 1964 is ready to start the Enduro



Mark Craig is always fast in this '72

# What were they thinking ???

AND FINALLY

We have all seen them, those conversions that make you ask: "**WHAT WERE THEY THINKING ???**" This page is dedicated to those slightly different conversions, the ones you either love or hate. If you have seen them at a show, or for sale on the web, send them in to us, and we will include them in WWTT???

## Craigslist Deal of a Lifetime!!!

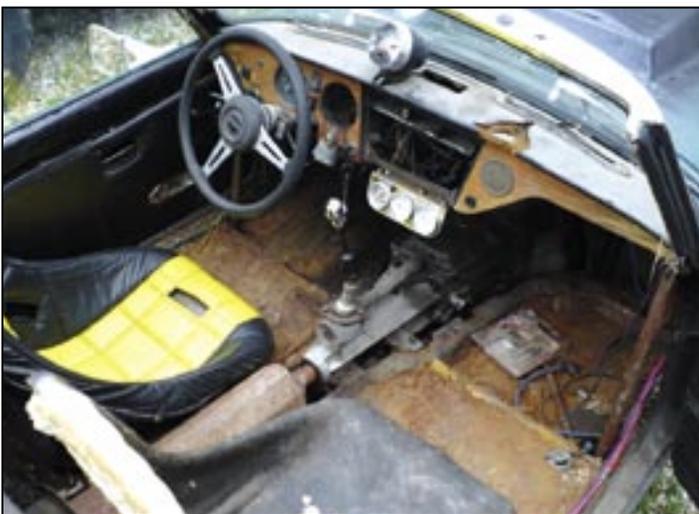


### Spotted recently on Craigslist!

I have a 1973 triumph spitfire for sale/parts: very rough condition, useable parts include: (ask if not listed). Doors, good condition exterior - rough interior panels, Glass, all good no cracks/fogging, rear/front suspension, rims/tires 3/4 look new (rims) 1 looks RUSTY - tires should be replaced but all hold air and i drove on them but dry rotted, front/rear bumpers (front has rust stains on it), ALL marker/turnsignals/headlights/taillights, grille, will take \$150 for entire thing with clear title. **motor/trans not included**

car has a 2.3 ford turbo motor in it, but turbo blew up so im taking it apart. have motor mounts/driveshaft for swap \$200 for both (custom mounts, \$300 custom drive shaft). have engine and lots of parts if you wanted possibly could work out deal (4speed trans, '79 mustang 2.3 turbo)

Contact info withheld to prevent embarrassment!



Have you spotted a Spitfire, GT6, or other Triumph conversion that you feel is worthy of some public scrutiny? If so, send your submissions to the magazine at: Spitfire & GT6 Magazine, PO Box 30806, Knoxville, TN, USA, 37930 or by email to: [editor@triumphspitfire.com](mailto:editor@triumphspitfire.com)

**So what do you think?  
Keep it or Sweep it??**

# CLASSIFIED ADS

# CLASSIFIEDS

## CARS FOR SALE



### FOR SALE: 1977 Spitfire 1500

Owned since 1982. Never trailered. Mandrian Red, Code 82, original color. Everything replaced or restored starting in 1998. 215K miles, 15K on overhauled engine. Engine overhaul in 2005 includes:  
 .020 over flattop pistons from TSI  
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 Lightened flywheel from PRI  
 Lightweight, high torque starter from TSI  
 Overdrive from Atlanta Import Parts  
 Twin SUs (1 1/2's) with Heat shields; Oil Cooler; Early model fan without clutch; 4-2-1 European header (ceramic coated); Stock muffler (ceramic coated); Sony AM-FM-CD player with aux input; Optimus speakers positioned between front of seat and car cross-member; Oil Pressure gauge in dash; Rear air shocks; Rear-end is stock 3.89 and overhauled in 2007; Bonnet Struts; Powder-coated front rims; 14 first places in shows located in Ga, Fl, Tn SC & NC from 1999-2009; Best late model Spitfire at the first NASS Spit-Together in Knoxville, TN. **\$14,500**  
 Paul Logue, Brooksville, Florida  
**352-263-6807 gpaulogue@fastmail.fm**

### FOR SALE: 1965 Spitfire4

I have a Spitfire my dad gave me, I don't have the time or skill to restore it. I have a new top and many other parts, it runs good and looks nice, \$3,500 O.B.O.  
 Michael B. LaFleur 3rd, Sparta, Wisconsin  
**608-272-3162 or 608-346-3162**  
**mik.n.kel@centurytel.net**

## CARS FOR SALE



### FOR SALE: 1974 Spitfire 1500

One Owner / Project Car, sitting since 1979. Parked indoors but time and humidity have made rust an issue, not bad, but it's there. 1493cc; 53,515 miles; Mimosa Yellow, with hardtop and soft top conversion kit. Needed a clutch, still does. Cleaned up nice!  
 Michelle Leasure, Everett, Washington  
**425-609-3277 cardreader@comcast.net**



### FOR SALE: 1979 Spitfire 1500

I have owned Spitfire since 1986 and it's in good working condition with 70k miles. **\$2500**. See photos from recent drive through Palos Verdes: <http://www.flickr.com/photos/44203884@N06/>  
 Paul Rousseau, Los Angeles, California  
**paul1979spit@verizon.net**

### FOR SALE: 1968 & 1970 Spitfires

I have both titles for a 1968 and 1970 Spitfires, one is a hard top and other is a convertible. Both don't run, they have been sitting in a shop for the past 17 years. Lots of extra's.  
 Todd McEwen, Gardnerville, Nevada  
**775-691-4788**

## PARTS FOR SALE

### FOR SALE: Mazda Miata Seats

A pair of black cloth seats in very good condition from a 1993 Miata that had only 60,000 miles. I was going to put them in my Spitfire but they are a little too big for a six footer. \$225.00  
 Dan Patrick, Ft. Wayne, Indiana  
**260-438-4665 dlcpatrick@yahoo.com**

### FOR SALE: Engine & Transmission

1963 Spitfire 4 engine block \$150, head \$50, manifold \$25. will need rebuild. Working 4 speed (no overdrive) tranny \$150. Original SU carbs \$50 good condition. Buy separately or all together. \$300 takes the lot.  
 David Broder, Shelton, Connecticut  
**203-400-0080 davidbroder@yahoo.com**

### FOR SALE: Door Glass & Parts

Spitfire1500: Door Glass & Parts, I have the windows, regulators, guides, etc. for both sides. I also have inside and outside door latch mechanisms for sale. Out of a 1978 Spitfire. Also have a hard top and convertible top frame.  
 Josh Watson, Prunedale, California  
**josh.watson05@gmail.com**

## OTHER FOR SALE



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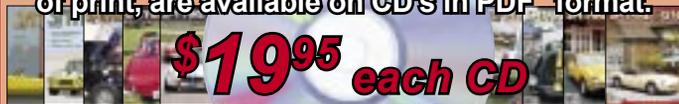
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