

for enthusiasts by enthusiasts

SPITFIRE & GT6

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

M A G A Z I N E

Issue #35

Towed Hall



features

- ◆ **What's In Your Garage**
- ◆ **Before & After**
- ◆ **In The Other Stall**
- ◆ **Tech: Hot Feet**
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Emery modeling his Spitfire & GT6 T-shirt

In June my wife & I traveled out to Washington State to visit family. Instead of driving the 2500 miles from Indiana to Washington, we chose to fly with Delta, connecting in Minneapolis, then on to Seattle. This would save us a lot of time and make the journey much easier.

We had not flown in about four years, and security has tightened and airlines have cut back on flights and on staff. Seldom do you see anyone smiling at an airport, even when leaving on a vacation. Long lines and longer waits just make flying such a hassle. Our first flight ended up being an hour late to load and take off. I heard many people complaining that they would miss their connecting flights. When we boarded I asked the attendant if there was a mechanical problem causing their late arrival. She said, "Not unless you call installing WIFI as a mechanical problem!" It is nice of Delta to enhance their planes with WIFI, but it might be better to install it when the planes are down for other maintenance. But what do I know; I am just a magazine editor.

The flights out were uneventful and we made our connection with time to spare. Our son Emery and granddaughter Presly met us and chauffeured us home and took us to pick up our rental car the next day. We got to visit with our children and grandchildren, three of which we had never held before, being ages three, two, and eight months. While there we got to visit

many old friends, go site-seeing and spend some overdue time with family.

Being a gardener along with my car hobby, I could not resist digging up a couple wild ferns to take back home with me. Some of the grandkids were mesmerized watching grandpa dig up the weed-things to take home. He is so silly! Even the dog watched in amazement!

I did post a message on Facebook & Twitter trying to meet-up with some western readers. Unfortunately those that responded were too far away or unable to get away to get together. Maybe next trip I can get the word out earlier and plan some meet & view of local Triumphs.

Even though it was the start of summer local temps were only reaching the upper sixties during the day and down to the upper forties at night. Back home in Indiana the highs and lows were 90/65 on a regular basis. At least we took jackets and used them almost every day. It only drizzled rain a couple days out of the ten days we were there. Contrary to popular belief, it does not rain every day or every other day in western Washington. They only tell tourists that to keep them away from crowding the beautiful landscapes that cover the view where ever you look.

As with all trips, it went way too fast. The only Triumph we saw during our visit was an old abandon TR7 coupe sitting in a yard on Marrowstone Island. It looked like it had not run in many years. It reminded me of my neglected Triumphs back home, waiting for some TLC.

Our flights back home reminded us more of a Spitfire ride on a rough gravel road. We had "minor" turbulence for almost the entire trip. Just enough shaking to prevent you from falling asleep, and this was on the red-eye flight. We arrived back in Indianapolis tired from a busy trip and a happy to be that much closer to home. At the airport we were picked up by our daughter, son-in-law & granddaughter Audree, and since it was Father's Day, we enjoyed lunch together before making the final hour drive home.



Granddaughter Presly, Ginny & I with the famous Pike Place Market Bronze Pig

Back home sat my TR7 and Spitfire waiting patiently for their summer TLC and drives in the country. If only we could have taken our Spitfire with us, the drives site-seeing would have a blast with the top down!

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

Howard

howard@triumphspitfire.com



The dog & grandkids watching grandpa dig up a fern



Part of the family together on our last day in Washington

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

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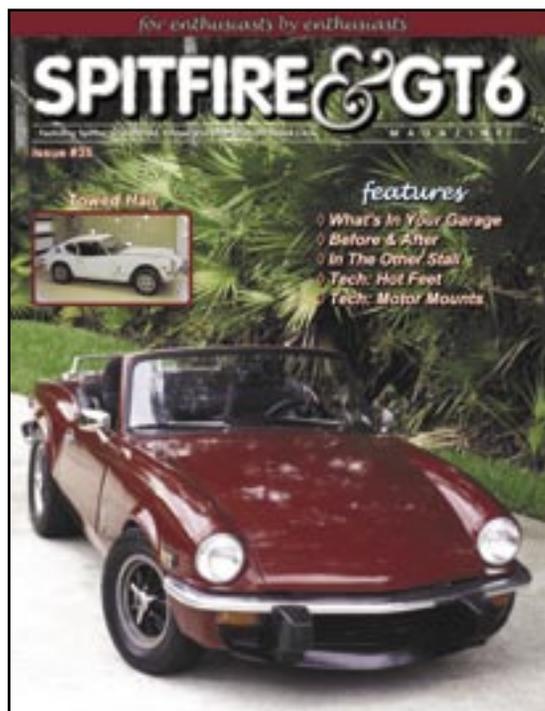
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THE ARTICLES IN THIS ISSUE WERE SENT BY:

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ON THE COVER

COVER PHOTO BY

DAVID WEST

The cover features David West's 1976 Spitfire 1500 in Florida. Read his "Top 10 Things That Go Wrong With Spitfires" article starting on page 24.

Send us anything Spitfire or GT6 related!

info@triumphspitfire.com or

P.O. Box 30806,

Knoxville, TN USA 37930-0806

LETTERS TO THE EDITOR

Dear Spitfire & GT6 Magazine...

THANK YOU

Dear Editor,
I just wanted to take a minute to thank you for the super fast delivery of the back issues that I recently ordered! I found the answers to several of my Spitfire questions in the very first issue that I opened! I also wanted to express my appreciation for the return of the classifieds. I found my '80 Spitfire on your website last year and have used your publication as a reference while fine tuning the loose odds and ends on my car. I especially enjoyed the solutions for a sagging rear spring. I ordered those magic nylon buttons, added a set of Corvette air shocks and the little old Spit' rides like a thoroughbred. Of course, I thought she was anyway. Have a great summer driving season!
Jack Reeves
Port Neches, Texas



Jack, thanks for writing.

We are happy that you received the back issues and have enjoyed them. There is a great collection of information in those issues.

Your '80 Spitfire looks great. I hope you enjoy it and send us stories of your adventures and your fixes to fill future issues of the magazine.

Howard~



PRI ARTICLE

Dear Editor,
I am purchasing a 1970 Mk3. Performance Research Inc. lists an article in your magazine about their company. I could not find a listing for this article to order a copy of it. Any assistance you could give me in receiving a copy of this engine rebuild article would be greatly appreciated.

Sincerely,
Bill Miller

Bill,

PRI was referring to an article from issue #2, the Spring 2000 issue (10 yrs old). I have attached the PDF of that article along with the cover for you. This issue is loaded with engine swaps and performance enhancements, but is only available in PDF format as the entire printed edition sold out long ago.

Randomly throughout the years Chris, or a customer of his has sent in a story about upgrades, so there are more than just this one in the archived issues. Besides issue #2, I can recall "Surf's Up" in Issue #4, and "Rebel with a Cause" in Issue #17, both stories about PRI converted or modified Spitfires. So you might want to buy the back issues on CD and have several examples of his cars to refer to.

Please realize that the article (and prices quoted in it) are 10 years old, as is the PRI ad on the last page of the article. Check with Chris &/or his website for current prices

Howard~

BOSCH ALTERNATOR

Dear Editor,

I was reading the article about the Bosch Alternator. I would like to find a three blade connector alternator as shown in the article. Did the author provide a part number? I have had a difficult time looking it up.

Ron Davenport, Alabama

Ron,

The author did not provide a part number, but did list 1975/78 Capri, Pinto and Mustang II 2.8 or 78/80 Ford Festiva 1.6L.

Try looking up the alternator for those vehicles & you can get part numbers.

Howard~



SPACERS

Dear Editor,
I am in the process of a complete rebuild of a 1976 spitfire and have run across the problem of rubber and aluminum spacers that are between the body and frame placement. From various drawings and descriptions I have found everything from no mention (Moss) to no rubber spacers (Canley Classics) to 6 spacers (rubber & alum) at Victoria British. I originally pulled 4 of each off the car, but that was several years ago and now I'm not sure as to placement, or what is needed where.

Can you help?

Thanks,
Tom Wilson

Tom,

That was a job I did 10 years ago when I changed the frame under my 76 Spitfire. I do not recall the exact placement of the spacers, but I suspect Spitbits, BPNW, TSI, or Rimmers would be able to help you with which spacer goes where. You will find their contact info within their ads in this issue.

Also, perhaps some of our readers have dealt with this recently and can write to let us all know the proper placement for the body spacers.

In hindsight, I am sure you are learning to write things down and take photographs as you go. Those two things helped me with many repairs that took longer than one weekend.

Good luck,
Howard~



We have over 200 followers already on Facebook, and we are getting "Write the Caption" responses along with Readers Rides photos from there as well.



If you use Facebook or Twitter, you might want to join us. You can find us by

visiting the magazine's main webpage and look for the F or T logos.

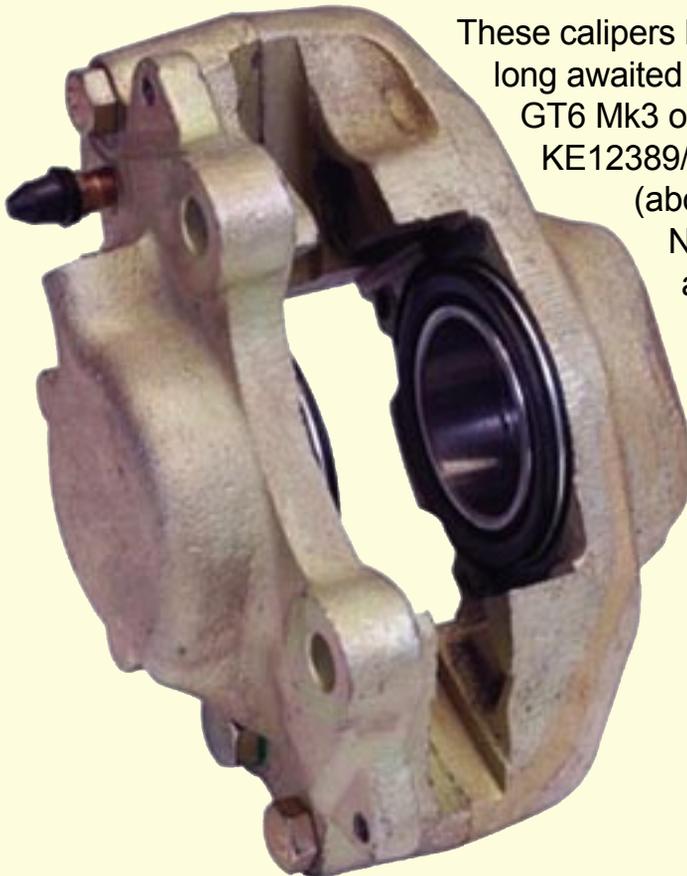
Howard~

INDUSTRY NEWS

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

New items from British Parts Northwest

Announcing an item that has been long out of production. We now have brand new Triumph GT6 1968 to 1972 Brake Master cylinders. These cylinders have the correct .75-inch bore. No more having to use master cylinders with the wrong bore size for your GT6. These cylinders are complete with reservoir, ready to bolt on and go.



These calipers has been long awaited by many late GT6 Mk3 owners. From KE12389/KF12390 (about 8/72 on).

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Weird, Wacky & Wonderful!

A Triumphant Artwork



Hazen Wardle of Idaho has been restoring his GT6 Mk1 but isn't ready to paint it yet. So instead Hazen used his artistic talents and painted a portrait of what his GT6 will look like when the restoration is finished. Hazen shared his masterpiece with friends on Facebook. Nice job Hazen!



Triumph Spreader

While reading through his local paper, Tim Gross of Demotte Indiana came across this ad for a unique lawn spreader. Maybe it would run better with a Triumph engine in place of the Honda!

Spitfire Stars in Ad

When was the last time you had a *Free* check up on your...

HOME AND AUTO INSURANCE?
Martin Insurance Agency
"Since 1905"
752-2581
59 E. Wardell, Scottsburg
www.Martin-Insurance.com

Doug & Shannon McArthur of Corydon, Indiana were surprised to see themselves looking back from a local insurance ad. Their insurance agent used a nice photo of them in their 74 Spitfire as the backdrop for his latest ad. Looking good Doug & Shannon!

Spitfire Chair & Run-up

Duresta has been making high quality upholstery for 70 years. Our factory is in Long Eaton, a Nottinghamshire town renowned for the skill of its people in all aspects of furniture making, from the traditional joinery of frame makers through to all kinds of fabric cutting and sewing expertise and, of course, an unrivalled understanding of upholstery. You will find that our furniture making combines these skills with the best materials available to produce long lasting sumptuously comfortable upholstery. Frames are made from selected hardwoods, each dowelled, glued and screwed for trouble free long life. The standard specification, as can be seen opposite, includes coil sprung seating for durability and comfort.

www.duresta.com/range.asp?catID=2&rangeID=106



Got something Weird, Wacky or Wonderful?

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

You write the caption



This photo was sent in by Andy Shoemaker of Kentucky. He was using the rear half of the Midget to make a trailer and decided to use the front for a Halloween decoration.

Next issue...



This photo was sent in by James Catalan.

Send your caption suggestions to info@triumphspitfire.com or
 P.O. Box 30806,
 Knoxville, TN 37930-0806

Last issue and on TriumphSpitfire.com, we asked readers to send us suggestions for a caption for the photo to the left. Listed below are some of the responses.

the captions

LITTLE BITS OF SPITS

- MG (mighty ghoulish)
- Ghost of Midgets past!
- Grand touring in my Midget
- Driving a Midget sure is scary
- Winner! Best Looking MG Driver!!
- We're Good! We're Good!
- A howling good time to the end!
- LUCAS gremlin self-portrait
- Sad, but it had to be sacrificed to Lord Lucas
- Please don't call it a Midget, they like the term "little car"!
- Classified Ad: Head-turner. Engine really growls.
- The nightmare of Skinners Union emerges...
- Thank goodness they put emergency exits in these old cars, what do you think dear?
- Great!!! I finally got the hood opened
- See honey I told you this car is unsafe.
- After many years of trial and error, Warren finally discovered the perfect use for an MG.
- Dig those wire wheels!
- There was no splicing in the making of this video, the car did not breakdown at any time
- Damn Those Witch Doctors!!! At least they didn't get to the Spitfire!!!!
- His Sprite + 100.00 for my Spit grrrrrrrrrr
- For sale nice project car (pictures on request)
- Boy, did I scare that Spitty or what????
- This is what happens when you don't drive a Triumph!
- I wonder if the drivers front turn signal lens is for sale?
- I promise it ran when I parked it!
- Wow the neighborhood has sure changed
- Another good reason to stay with a Spitfire
- Spritewolf
- The legendary "WolfenSprite," the dreaded foe of the "FrankenSpit"!!!
- Somehow, the installation of the "WolfWhistle" horn got completely out of control!!

And FINALLY...

Compared to a Spit, working under a Midget bonnet is scary!

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are available

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More Weird, Wacky & Wonderful!

GT6 in TV Movie

Dan Patrick & Frank Miranda were fast to alert us about a made for TV movie that aired on May 9th on **CBS** that included a GT6. The movie, "**Jesse Stone: No Remorse**" is part of a book series about Jesse Stone. The lead character, Jesse, is played by Tom Selleck.



In the scene at "Hastys Tastys" car lot Jesse is met by used car salesman Hasty Hathaway, played by Saul Rubinek. You may remember Saul from his appearances in the **Stargate series**, and more recently in **Warehouse 13**, where Saul is a reoccurring main character.



Dialogue from the car lot scene with the GT6:

As Jesse walks up looking over the silver GT6, Hasty, the owner of the car lot approaches.
Hasty: There's no way to repair it.
Jesse: It looks pretty good to me!
Hasty: I'm talking about your Scout. The boys can't fix it. They can't find the parts. How long did you have that thing up on blocks?
Jesse: A couple of years.
Hasty: Well, it's hopeless. You live on the Atlantic Jesse, RUST!
Jesse: Well, I didn't think about it, being in the desert.
Hasty: Of course, the insurance doesn't have to know that it's hopeless. Maybe we could arrange a little accident, you know. Your Scout could have caught fire, you fought through the flames.
Jesse: That would be illegal Hasty.
Hasty: Your not my parole officer.
Jesse: I'm not insured.
Jesse looks down at the GT6
Hasty: Oh! Well, this thing is way beyond your means.
Jesse: I was admiring.
Hasty: Aww, I think maybe I've got just the thing for you, follow me.
Hasty then leads Jesse over to a Jeep Cherokee, leaving the GT6 behind.



Movie plot: Jesse Stone: No Remorse (2010) (TV)

Police Chief Jesse Stone, who was suspended by the Paradise, Mass. Town Council, begins moonlighting for his friend, State Homicide Commander Healy, by investigating a series of murders in Boston, leaving Rose and Suitcase to handle a crime spree in Paradise on their own. Jesse pours his energy into his work in an effort to push away his twin demons: booze and women. When his investigation leads to notorious mob boss Gino Fish, Jesse's pursuit becomes hazardous. Written by CBS Publicity

Spitfire on American Pickers



This isn't your grandmother's antiques. Pickers like Mike Wolfe and Frank Fritz are on a mission to recycle America, even if it means diving into countless piles of grimy junk or getting chased off a gun-wielding homeowner's land.

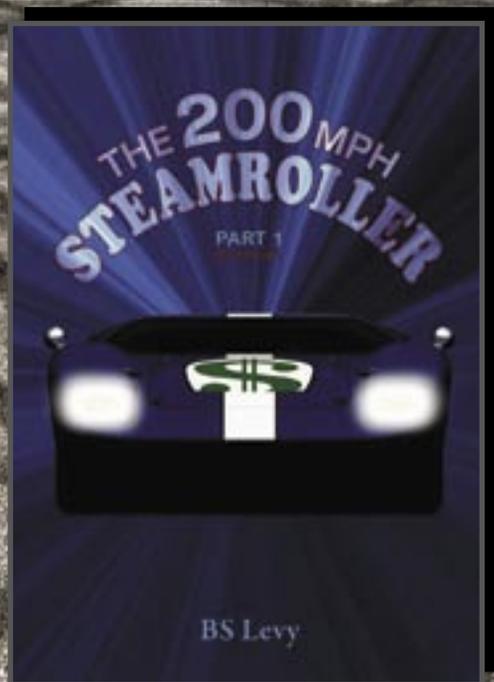
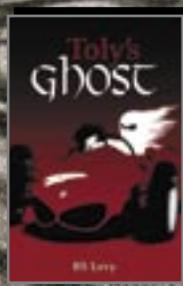
Hitting back roads from coast to coast, the two men earn a living by restoring forgotten relics to their former glory, transforming one person's trash into another's treasure. American Pickers follows them as they scour the country for hidden gems in junkyards, basements, garages and barns, meeting quirky characters and hearing their amazing stories. If you think the antique business is all about upscale boutiques and buttoned-up dealers, this show may change your mind--and teach you a thing or two about American history along the way.
www.history.com/shows/american-pickers

In season two, episode three, Mike & Frank visit a car collector in northwest Illinois to look at a Vespa. During the visit there are several shots including a red Spitfire but no one ever mentions it.



Mike & Frank buy the Vespa motorbike and an old bicycle and leave without even driving the Spitfire. They just didn't know what was valuable!

BS Levy's THE 200MPH STEAMROLLER



Part one of the two volume story is at the printer and will be available this summer.

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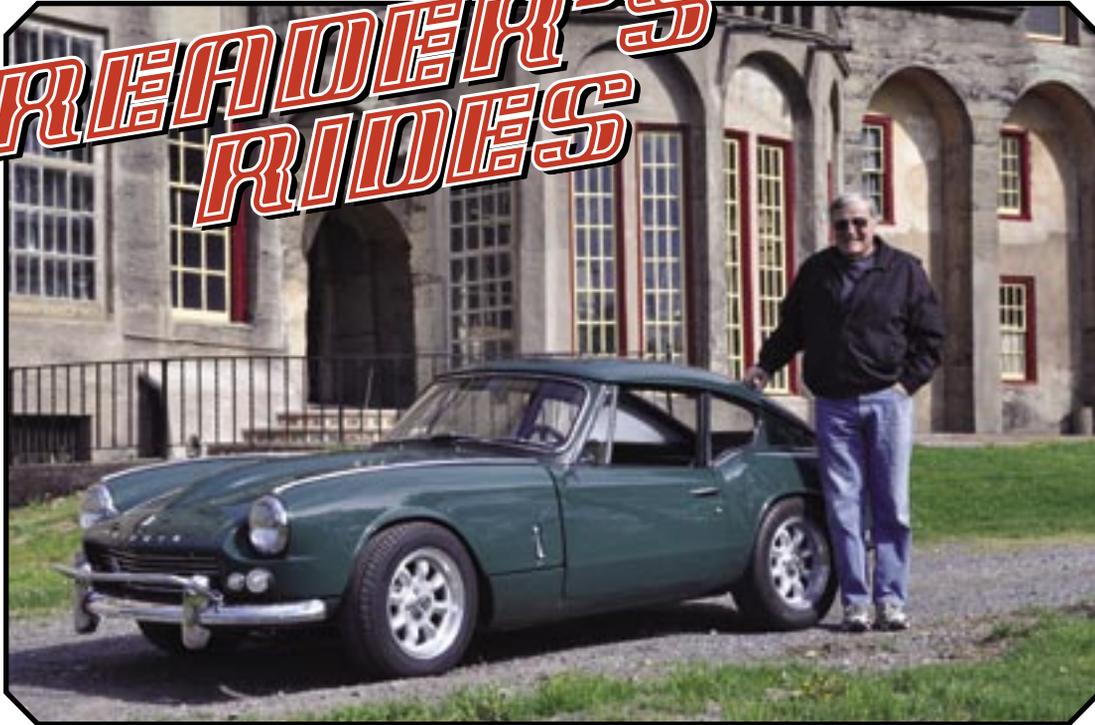
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READERS RIDES

READER'S RIDES



◀ 1967 GT6 Mk1
KC380LO in Conifer Green
Owned by Ed Dressler,
Phoenixville, Pennsylvania.

Photo taken during the
Delaware Valley Triumphs
photo shoot at the Font Hill
Castle in Doylestown, PA.



▲ 1965 Bond Equipe GT 4-S, owned for 8 yrs, 1975-1983 by Charles Frick, Chadds Ford, Pennsylvania
Powered by a 1147 Mk II Spit motor (factory) complete with factory header. Interior featured bespoke bucket seats, later Vitesse style dash with tach and oil pressure gauge, Vitesse door cappings and wood rimmed wheel. All in all a very nice alternative to the Herald yet a little "nimble" than the Vitesse. Suffered from a "boomey" interior though from the glassfibre resonance.



▲ 1976 Triumph Spitfire 1500 (82-Carmine Red)
Owned by James Watt, Bradenton, Florida

1973 Spitfire Mk4 ▶
Owned by
Ricardo Santos,
Sao Paulo, Brazil



To have your car featured in the next issue and on the TriumphSpitfire.com website, e-mail us at info@triumphspitfire.com

or mail to:

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



1966 Spitfire Mk2▶
1974 Triumph Chicane
Owned by Darryl Hurter,
South Africa



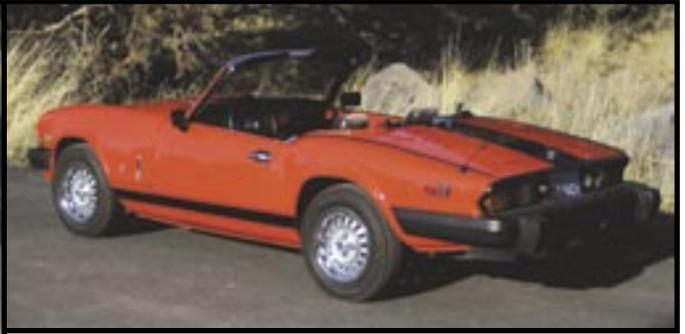
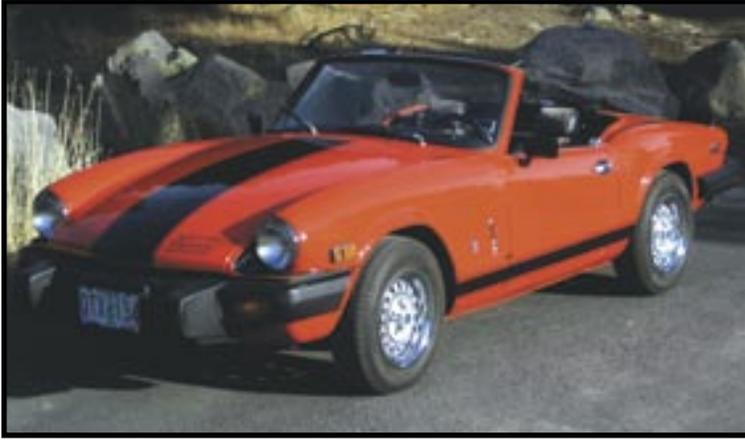
▼ 1964 MK2 Spitfire (Old English White) Jose Luis Baena, Aguadulce - Almeria, Spain ▼



▼ 1974 Spitfire 1500 (Buick Metallic Maroon) Owned by Ron Murphy, Terre Haute, Indiana ▼



READERS RIDES



◀▲ 1979 Triumph Spitfire 1500
Owned by Mark and Suzi Wells, Bend, Oregon.
It is being restored by Mark and his son Dylan.

▼ GT6 Mk1
Owned by Louis Boudreault via Facebook



▲ 1972 Triumph Spitfire MKIV
Owned by Richard Vaught, Georgetown, Kentucky



▼ 1972 Spitfire MkIV
Owned by Travis and Alex Filing, Panama, Nebraska



▲ 1971 Triumph Spitfire MKIV
Owned by Arnold Fernandez via Facebook



▼ 1977 Spitfire 1500 via Facebook
Owned by Mike Bristow, Napa, California





◀▲ Spitfire parts car
Owned by Ted Schumacher, Ohio
Ted has taken to decorating this Spitfire
carcuss in Holiday decore out in his parking
lot.
Upper left: Easter
Upper right: Memorial Day
Bottom center: Independence Day



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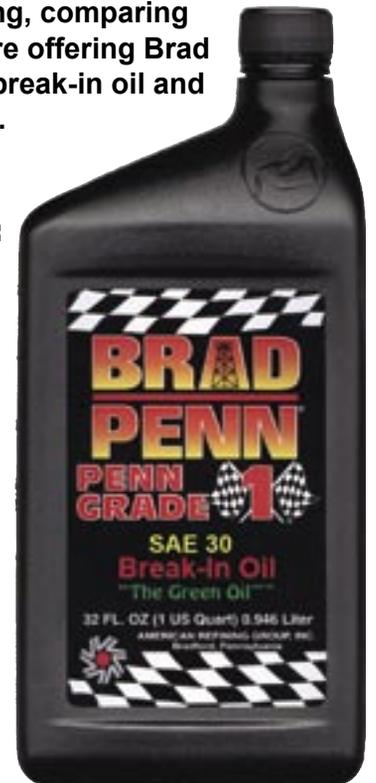
- Rebuilt calipers - Spit & GT6 - \$64.95 each exchange
- Stainless steelbraided brake line sets - \$68.95/set
- Specify year & model
- Kevlar rear shoes - \$44/set exchange
(drum friendly, no warm-up needed and good stopping power)
- Spit European 1 1/2" SU carb sets - \$250/set
(just arrived from the UK, these are used sets, not rebuilt
- carbs, linkage and manifold) very limited supply

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WHAT'S IN YOUR GARAGE?

Pandora Garage

The History of the TS Imported Automotive Building
by Ted Schumacher, Pandora Ohio



PANDORA GARAGE – Lennis Steiner and Philip Neuenschwander opened a car dealership in 1913. Ben Eisenbach, a mechanic in the garage,

built Pandora's first radio receiver in the garage and village residents gathered around to hear station KDK in Pittsburg.

In 1913, my uncle opened the Pandora Auto Agency as a garage and sales agency. In 1914 he took on the Dodge franchise. This was the first year for Dodge. In the late 1920's, Plymouth was added to the product lineup. My Dad went to work in the facility in the 1930's and was there, with the exception of a 4 year time out for WWII, until he retired in 1968.

Dad was the salesman, bookkeeper, manager and sometimes mechanic during his 30+ years. As a little boy, I got

to go to "work" with my dad. We were open on Saturday night until 8 pm. I would get to pump gas and hang out.

This was in the late 1940's. WWII had ended but new cars were not yet readily available. But, you could finally get tires. We had tires stacked almost floor to ceiling in the showroom. This was a great place for a little kid to play. These were still 16" so you could crawl down into the tire stack and hide. Years later I stood in my Dad's office, now my office, and spec'd out my first new car.



Pandora Garage -1938, the local Dodge Dealership



DODGE DEALER – Two of the trucks being serviced at Lennis Steiner's garage are Wilmer Neuenschwander's Egg Truck and Elmer Barry's bakery truck.

WHAT'S IN YOUR GARAGE?



Pandora Garage - Steiner Motor Sales in 1949



Pandora Garage - Steiner Motor Sales Show Room in 1949

The dealership remained in the family until 1987 when my uncle's daughters sold the franchise. At that time the dealership was one of two original, started with Dodge in the first year of production, in the USA. The building was sold and went through a series of owners. Early in 2000, I had a chance to buy the building. It is now "back in the family".



Pandora Garage - TS Imported Automotive Prior to Restoration

As a long time business in a small town, there are still a lot of people who had been customers. They have brought in everything from a receipt, picture and copy of a cancelled check for their first car, to advertising giveaways, old photos and even repair bills.



TS Imported Automotive Restored

The restoration of the building is an ongoing thing but it's a labor of love. "Yes you can go home!" This spring, the gas pump(s) are going back out in front where they were (price is set a 21.9 cents per gallon – what it was when I was there as a pump jockey)

Please feel free to ask questions about "the way it was". If you have any Dodge, Plymouth or Pure Oil memorabilia, I am always looking. 🇺🇸



TS Imported Automotive Show Room



TS Imported Automotive Parking Lot Display

WHAT'S IN YOUR GARAGE?

Ever Closer to the Perfect Garage

by Bo Widerberg, West Central Florida



I DIDN'T THEN KNOW IT, BUT I'D BECOME ADDICTED TO GARAGES.

I'm 38 years old (until November when the odometer clicks another turn), and for most of those 38 years, I've been on the hunt for the perfect garage. Perfect for me, that is, but perfect nevertheless. I've seen a lot of garages in person, in books, in magazines, online, and, to be honest, I'd be happy with many, many of the ones I've seen. Most are quite a bit nicer than mine on almost every measure. But, the three garage killers of money, space, and time have moderated my goals a bit over the years and brought me to a place where I'm over the moon with exactly what I have (although, of course, I want more space, as you do). Perfection is relative, and I think the idea of it tends to change over time. But, as with everything in life, there's a beginning, middle, and an end.

My beginning, garage-wise, came in Richmond, B.C., Canada, when, at about ten or eleven years of age, I discovered the beauty that was my parents' two-car detached. Truth be told, it wasn't so much the garage itself as its roof (to spy on a neighbor's teenage daughter and her friends) and the loft storage space, where my friends and I built a "secret" fort complete with comics, magazines, hordes of candy, and a miniature Galaxian arcade game. The loft was cold in winter and sweltering in summer, but some of the fondest memories of my formative years were spent up in that garage. It was a beautiful thing, filled with nooks and crannies between boxes of "stuff", and was always cast in a soft, wood-tinted glow of ambient lighting. Reminiscing about that space fills me with a warm, familiar euphoria. We had an old wooden ladder that we would use to climb up into our lair. Then we'd pull the ladder up with us, effectively sealing us off from the outside world. Many a lazy afternoon was spent daydreaming up there. And a seed had been planted in that place.

I didn't then know it, but I'd become addicted to garages.

But all good things must come to an end, or at least transition into the next good thing, and that brought me a single-car attached in West Central Florida in a newly-built tract house. As with most houses in this part of the state, garages weren't used to store cars (that would just be, well, weird). Instead, clutter and "stuff" from

the rest of the house would spill into this ready storage space. The garage was forgettable, really, in just about every respect save for two: I was able to con my parents into buying me a full-sized Krull coin-op arcade game that we set up in the garage (to assuage their guilt of uprooting me from Canada just as I hit my teen years), and I bought my very first means of motorized transport--a 1984 Honda Elite 80 scooter--which lived in the garage. I would spend unreasonable amounts of time out in that garage playing Krull and fussing over my scooter.



Moving on yet again, I found myself in another part of town, still following my parents

around, this time in high school, and now with a two-car attached. This was a nice garage, a beautiful space, and really set my mind racing on the concept of garage as not only vehicle storage but as man cave. This garage came with a full-size billiards table (too bulky and heavy for the previous owners to move with them and so fortuitously left behind). My best friend and I wiled away many an hour playing pool in the garage at that house and, eventually, the space grew to hold my (now gone) pride and joy, a '76 Triumph TR7. That was my first car, and one I still miss to this day. Eventually, it would also hold a Hutchins Com-Pac sailboat when I grew tired of paying marina slip fees.



It was at this point that I really decided that I loved the concept of a garage, not as a utilitarian garbage dump but as a giant toy box and sometimes-workshop. I had to have my own, I decided. This garage thing was nice, and I wanted in on the action.

College and marriage followed and I soon found myself in yet another part of town, but this time with my very own attached two-car in an anonymous development of anonymous tract houses. Now, though, the ideas of a functional and fun garage had evolved to the

WHAT'S IN YOUR GARAGE?

point that I quickly installed a rolling toolbox, ample shelving, an air compressor, posters, and a number of garage accessories and “bling.” More importantly, it also became home to my ‘76 Triumph Spitfire 1500. This was a thing of beauty, this garage, and a photo of it graced the pages of *Spitfire & GT6 magazine* many years ago. This was my first place, my first garage. A blank canvas all to myself. I even managed to keep most of the yard equipment and my wife’s ever-increasing number of Rubbermaid bins from encroaching on the space. And it was the garage within which I started my first-ever car restoration, the partial disassembly of my Spitfire. To me, at the time, life could get no better. I had achieved perfection, for the time being, and it was a great feeling.

But then, again, all good things must come to an end. Luckily, however, in this case that meant onwards and upwards. Having one son by this point and planning another (which proved to be a set of twins, to our great surprise), my wife and I bought an acreage in about the only part of town we hadn’t yet lived, and began building our “forever” house. It was here that my eyes glazed over and the little devil on my shoulder started screaming bigger, bigger, BIGGER! In the end, as they do, my wife had her say and I settled for a 22 by 30 foot attached three-car. Big, but by no means extreme, or even overly large for the neighborhood. But, I was tremendously happy. For about ten minutes. Then I realized I should have specified ten foot ceilings. I went with eight, which was the builder’s default. In the end, things worked out, but it meant not being able to have a lift that I (of course, later) realized that I wanted. There are scissor lifts and low- and mid-rise units available, but almost immediately upon completion of the garage I realized that I wanted a proper four-post lift. But, oh well. You live and learn.

After building the house and having our twins, life swooped in and circumstances changed (including my parents retiring and



subsequently moving into an in-law suite with us, thereby forcing me to watch their “junk” move into my garage).

Several years later now, my garage is finally taking shape. My fleet of cars has grown, with a ‘72 Jaguar XJ6 and a ‘73 Land Rover 88-inch joining my Spitfire. And the garage has survived a half-dozen evolutions in both design and function. Thank goodness for eBay and Craigslist—the junk you buy, you can also sell. In its current iteration, the apex, in what I feel is its final evolution, it’s decorated with a number of automotive-related objects d’art and stuff my wife

merely shakes her head at as she passes by on her way into the house. It’s filled with a large rolling toolbox and two rolling service carts, holding more tools than I could reasonably expect to have or likely ever need to use. It has several banks of fluorescent lighting as well as two pull down work lamps. It has a beautiful complement of matching cabinetry, bought surplus from Walt Disney World’s renovation of their All-Star Resorts several years ago. My workbench and ancillary shelving is painted in the same Owl’s House red paint to match the cabinetry, giving the whole area a more designed look that has always been lacking. It has air tools aplenty and, finally, a difficult to describe but easy-to-feel sense of “garageness.” Somehow, probably by accident, I’ve finally achieved a balance that just feels “perfect.”

After all these years, I’ve managed a space that not only safely stores my precious little British toys, but excites and motivates me every time I walk into it. I’ve achieved a space that, to me, embodies all the obvious and not-so-obvious qualities of a garage. And that is perfection.

At least until the next garage. Which needs to be bigger. And taller. And maybe with a grease pit. And a bigger fridge for drinks. And more lighting. And maybe... 🍷



WHAT'S IN YOUR GARAGE?

My New Garage

by Dan Aycock, Walla Walla Washington

The shop was new in 2007. Through some good twists of fate we sold our property down the street to the county and made a good profit, then received an opportunity to buy out my parents place about 200 yard away, the place where I grew up. My wife encouraged me to go ahead with the shop when this started happening.



▲ Looking toward SW corner just before completion, 7-21-2007

I decided that a 36x36x14 was large enough and affordable. She talked me into making it 36x48 and still suggested it would be too small. To stay out of the negative side of the “you owe me” situation I didn’t go ahead and expand it another 12 feet. (I should have – she still gives me the “I told you so” response.) The plan was to have a good sized auto shop and a decent wood



▲ Woodshop side of the building.

shop area. I had used a 12x15 room in the basement of the old house for my wood shop so I knew I wanted one at least twice that big, and with a high ceiling. There was never a question as the structure type, pole building with commercial girts between the vertical posts (the 2x6’s lay flat and are held in position with hangers).

The new shop is now slated to be divided into a 17x36 wood shop and a 31x36 auto shop. I will be building the intervening wall in the next few weeks. It will give me two sides of the wall for hanging tools, and as I will only build the wall 8 feet high, I will have a space above it to hang the gaggle of bonnets that are now taking floor space. I have managed to develop the wood shop fairly well but I still have some “things” sitting around looking for a home. On the car side, I was able to afford a “Forward” brand 10k lift and still not owe to much to the boss. (her quilting machine took care of that issue) I had designed the floor pad to provide for a good variable positioning option for the lift. It was set up toward the right side and canted to make it possible to drive straight through the OH door and onto the lift. But, if I was doing it again I would put it straight in from the door, leaving car space on each side. I had decided to do as much with the finishing as I could, and put in as many wish list things as I could as well. Some of it worked some has not yet. I did all the interior insulation (R-19) in the walls and covered them all with 7/16

wafer board, screwed to the horizontal 2x6’s. All the wiring was installed around the building at the 8 foot level with straight drops to each outlet.. This way I know where the wires are and I can attach things anywhere on the walls. The ceiling was rocked by a contractor and will have R-30 insulation installed by the same guy later this summer. While the place was empty



▲ North end of auto side.

WHAT'S IN YOUR GARAGE?

I painted the ceiling but chose to leave the walls with the plain surface; I didn't want a white room affect. I do wish I could have afforded a good quality floor finish at the time of building, now I'll have to piece it someday.

As you can see in the photo's I have used a lot of wall space to hang things, Spitfire stuff, old tools and just weird things (unused framed mirrors, plywood pig outlines from the kids 4-H days, race pictures, original license plates from my original 69 car purchased in UK, and other "stuff". A shelf 8 feet up in one corner gave me space for a hard top and other seldom used pieces.

I have no heat or cooling in the shop yet but I should have some heat by this winter. A usable gas line runs down the driveway just across from the shop so that expense is small. The space above the dividing wall will make it easier to move the heat around the room.



▲ This is the current refurbishing of the 69 project Dan has been talking about online lately.



◀ This was about an hour after the new lift was installed, 8-28-2009

At one point a few weeks ago I had two additional Spitfires parked in the auto side while we worked on the "old" shop next door. They have resumed their resting positions over there. ☺

WHAT'S IN YOUR GARAGE?

My Half of the Garage

by Paul S. Nicholls, Morehead City, North Carolina



This is my garage or should I say my half. The 79 Spitfire shares it with a 77 XLCH sportster and a 2005 FLSTSCI Springer Softail. And later the 1939 HD servi-car will join them for the summer.

The garage has my ego wall of patches from working with the USMC in Iraq and Afgan, all the Harley dealer pins from all the places visited all over the USA.

The 79 Spit is in rework now, runs, but is about to go into surgery to start correcting all those minor problems you keep saying, you will get to later, but never do. The OD tranny is sitting on the back bench ready to go in, there is a hard top hanging from the roof that needs new seals and so on.

The other half of the garage has my wifes Tri bike, sail kiting equipment and all her stuff for ironman training. 🌀



Towed Hall

by Charles Morrison, Sierra Vista, Arizona



Recently completed Towed Hall in Sierra Vista, Arizona. The motto "Excelsior" is to inspire me to overcome all obstacles to keeping the GT6 running.



Interior of Towed Hall, with GT6 awaiting the Moss supercharger and five-speed kits.



A photo recon Spitfire watches over all. 🌀

MG Butchershop??

by Andy Shoemaker, Kentucky



▲ This is the other half of 1970 MG Midget that I used for a Halloween Prop last fall.



▲ ▼ My son Daniel Shot the Camper with Rural King paint for Tractors



▲ ▼ This half was converted in my garage to be the MG Midget Day Camper & Lounger. It will be towed by my 1962 Triumph TR3. ☺



Frog & Shark Garage

by Rick Ladd, New York



▲ Here's a photo of my garage. My Spitfire cohabits with 63 Thunderbird. They're like some twisted Aesop's Fable, "The Frog and the Shark". ☺



The Top 10 Things That Go Wrong With Spitfires... and What to Do About Them.

Or, a not so funny thing happened to me on the way to the forum.

By David West, Florida

In my early teens, I saw my first Spitfire and thought it was a beautiful sports car. The television ads in the '70s showed a sporty, fun, sexy car and I knew that one day I would have one. Since that time, I've learned that all that glitters isn't gold...and when it comes to Spitfires, looks can be very deceiving. In the nearly 24 years that I have owned my Spitfire, everything that can break has broken. Every weak point has shown its flaw – and usually at what is usually the worst possible time. This story is about the top ten things that will go wrong with your Spitfire, and what to do when disaster strikes.

England is a beautiful, lush country with moderate summer temperatures and tolerable winters. In no way does the weather in any part of the U.K. resemble the hot, humid summers that we Floridians experience from April to November. When the Spitfire was first developed, I doubt that weather testing for British manufacturers was anything like it is today. A spirited ride through the English countryside was probably all that it took to convince Standard Triumph and later, British Leyland, that their little roadster was ready for the real world.

Now imagine a hot steamy Florida day. The sun is baking the asphalt into sticky goo. You stowed the top on your beautiful, red Spitfire and the steady roar of the engine fills your ears. You drive

home from work knowing that the pieces that may disassociate themselves from your car are of the finest quality that British Leyland could make. With all of the confidence of a pre-pubescent boy in a high school locker room, you accelerate into traffic, but just as you enter the flow, your engine becomes silent. This was an all too common occurrence for my father in the first few years that he owned the Spitfire. He and his car became a regular fixture on the Fuller-Warren bridge in Jacksonville. Nearly every afternoon, he experienced this same problem. After waiting a few minutes, the engine would start as though nothing had happened and dad would resume the short trip home.

What could possibly have caused such strange behavior from an otherwise roadworthy car?

Failure #1a) A failure of the Lucas electronic ignition, of course.

Solution #1a) There are several remedies for this problem. First, drive only when the weather is cool, but this is not an option for most people in Florida and there is still a possibility of heat build-up under the hood. Second, replace the electronic ignition with a points ignition from an older model Spitfire. This works well, but you'll have to resort to more frequent tune-ups and the car doesn't get any performance benefit. Third, you could install a Pertronix ignition in place of the Lucas. This will give you greater

reliability and supposedly a bit more power. Since most of the things that I do to my Spitfire are intended to make it go faster, I installed a Mallory Dual-Point distributor coupled with a MSD ignition system. The MSD produces a very hot series of sparks rather than a single spark. It seems so hot that you might be able to weld with it. I get more reliable ignition, a hotter spark and better performance as a result.

But what if the problem wasn't the electronic ignition failure? Just last year, I was driving my Spitfire down highway 9A in Jacksonville when the engine progressively lost power until it eventually just quit and left me stranded on the side of the road. My first thought was that I had a blown head gasket, but a check of the oil and the radiator showed none of the telltale signs for this type of malfunction.



Failure #1b) Cracked spark coil.

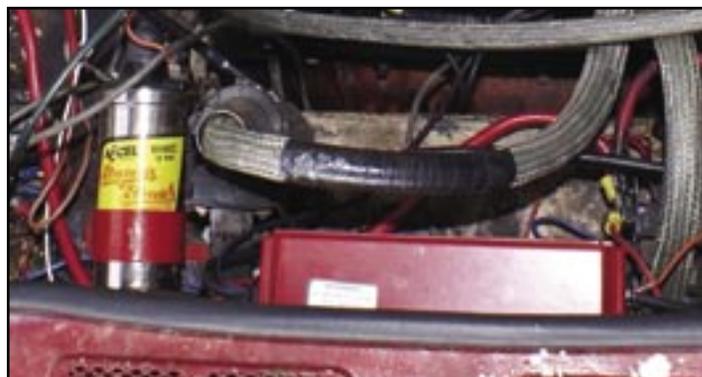
After much trial and error, I discovered that the spark coil had cracked near the central terminal and the ultra-hot MSD spark was arcing directly to ground and thus the sparkplugs were getting no spark.

Solution #1b) A quick swap of a spare coil and I was on the road again. The solution to this is to carry a spare coil with you...or a comfortable pair of walking shoes.

Now let's go back to yet another hot day. You are tooling along in your board shorts and favorite Hawaiian shirt with the top down headed to the beach. Suddenly, a horrible crashing sound comes from under the hood followed by a cloud of steam and bits of plastic flying in all directions behind your car.

Failure #2) The cooling fan separates itself from the water pump.

Clutch fans or thermostatic fans such as were found on Spitfires were pressed on to the water pump with a small piece of ridged metal that was intended to hold the fan in place. Would it have been too much to ask that the engineers design a single bolt to hold the fan in place? Apparently so, because these fans are held to the water pump by friction alone. On this day, the fan simply slipped forward until it was free from the water pump and then chewed into the radiator rupturing it, ruining the fan and the trip to the beach.



Solution #2) Replace the cooling fan with an electric cooling fan.

It is really quite simple. There are many aftermarket kits that can be mounted either in front of or behind the radiator. These come with a thermostatic sensor that will automatically turn the fan on or off as needed. They also remove the burden of turning the fan from the engine, thereby giving you just a bit more power and torque. I started with a cooling fan from a Fiat X1/9 and ultimately mounted a pusher fan to the front of the radiator as well as a fan on my aftermarket oil cooler. I have yet to have a problem and these have been on the car for over 15 years...including the replacement radiator.



By now you may be thinking that Florida just isn't the place for a Spitfire, and you are probably right, still I have had mine since 1987 and it has been in the family since 1985, and I have no plans to get rid of it yet. Florida has a nasty habit of causing people and cars to overheat. When your Spitfire won't run on a hot day, it is likely that the problem is heat related. Which brings us to the third item on our list:

Failure #3) Vapor lock.

Vapor lock is the tendency of liquid gasoline to become vapor and in doing so, it prevents the flow of liquid gasoline into the carburetor. The end result is fuel starvation and an engine that won't start. Once again, the Triumph engineers have failed us. In the Spitfire, the fuel line follows the chassis up the left side of the car to the fuel pump at the rear of the engine block, then up the left side of the engine and across the transmission where it is held down directly behind the hot cylinder head. It then proceeds to

FEATURE

the carburetor(s) which are directly above the exhaust manifold or headers. This design provides the maximum possible heat transfer to the gasoline which is the exact opposite of what one would want.



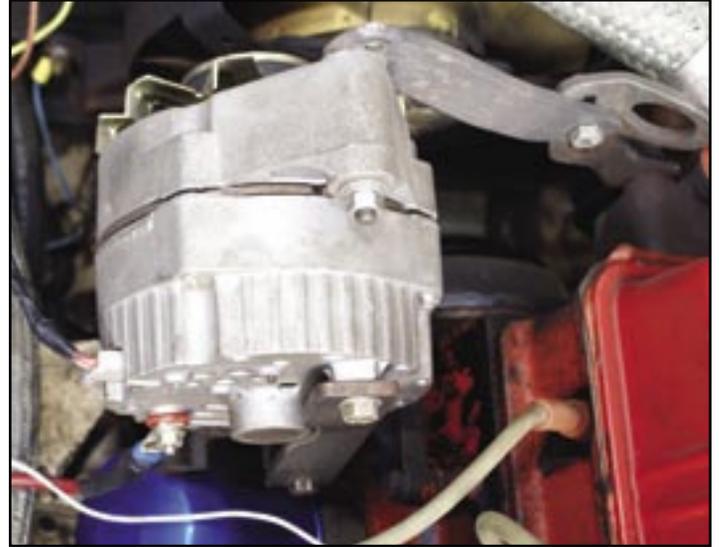
Solution #3) Install an Electric Fuel Pump and reroute the fuel lines.

The concept is simple; you want your fuel line to avoid heat. The mechanical fuel pump is mounted on a hot engine. It also will require quite a few turns of the engine in order to push fuel to the carburetor if the car has not been operated in a while. If you have installed Weber side draught carburetors as I have, their massive float bowls take too long to fill with the mechanical pump. Your battery will die before the car starts. The metal fuel line running behind the cylinder head is also a bad idea as it, too, brings heat into the fuel. To fix this problem, mount an electric fuel pump at the fuel tank where it can be protected by the chassis. Include an oil pressure sensor so that if the engine dies in an accident, the fuel pump will automatically shut off and avoid pumping gas into the accident scene. Also, since the mechanical fuel pump no longer serves a purpose, you can fabricate a blanking plate to cover its mounting location or you can remove its actuating lever and leave it in place.

So far, everything I have recommended as a solution has been related in some way to the electrical system. Since the weak little alternators (29 or 34 amps) that came from the factory are notoriously inadequate, it seems counterintuitive that I would suggest adding additional load to this already overworked system. This will be quite obvious when you drive home from the beach at night. Sure, you'll avoid the intense heat and some of the problems that it can cause, but you'll encounter our next problem.

Failure #4) A faint yellow glow emanates from that area of the hood that one would expect to find headlights.

Obviously this dim glow is the result of other devices drawing too much power from the electrical system. While your electric fuel pump won't take too much juice, your cooling fans will suck it up. After I installed my cooling fans, each time they would turn on, the lights would dim. They were fairly dim to begin with, so any less light was simply not acceptable.



Solution #4) Toss the outdated alternator and install a modern, inexpensive GM 63 Amp, 1-Wire alternator. Some people also suggest alternators from Honda, Toyota, Nissan, etc., but the GM alternator is cheap and plentiful. You can get one from a junkyard or for less than \$100 you can pick up a brand new one. This alternator is a bit larger than the stock alternator and you'll need to fabricate some mounting brackets, but it will be worth it. Also, it would be a good idea to replace your alternator wire with a heavier gauge wire just to be on the safe side. I made this modification about 12 years ago and have not had a bit of trouble with the system yet. My lights are nice and bright.

Night driving with the top down can be fun. It is cooler than driving in the hot sun and with nice, bright headlights, it is easy to see where you are going as long as your lights stay lit. The next problem was a bit tougher to diagnose.



Failure #5) When you step on the gas at night, your dashboard and tail lights go out.

This problem had me perplexed for months. Every time I would goose the throttle and accelerate rapidly (or as rapidly as a Spitfire can), my dash lights would go out. The fuse would blow. Since this was one of only three fuses, it also caused my tail lights to go out as well. I checked wiring, looked for shorts, and did everything I could to pinpoint this problem. It wasn't until I checked the license plate lights that I found the source of the problem.

Solution #5) Make sure all light bulb mounts are crack free.

The license plate light is a tube design with an electrical connector on both ends. The bottom end of the plastic insulator that held the connector in place had broken. When I accelerated at night, the light had power and it swung back making contact with the chrome light cover. This shorted the circuit and caused the fuse to blow. I repaired the connector and the problem was solved.

With no apparent malfunctions ready to attack, you load up the trunk with what little luggage it will hold and head off for a nice weekend. But when you arrive at your destination, you discover our next little problem.

Failure #6) Anything that is placed in the trunk quickly takes on the smell of gasoline.

One might think that the tank is leaking or the gasket for the fuel level sensor has somehow allowed gas to slip by, but in reality, none of these are the source of the problem. The problem lies in the design of that fancy LeMans style fuel cap. There is nothing but a very loose grommet around the fuel filler to prevent gasoline that overflows when you fill up from simply flowing into the trunk. Even though it is just a very few drops of gas, a few drops carries a potent smell.



Solution #6) I really haven't found a solution to this problem other than to be VERY careful when filling the tank. I suppose you could caulk around the fuel filler, but I would be afraid of damaging the body work with caustic caulk.

Back on the road and with a full tank of gas, you begin to notice a slight clunk coming from the rear end. You are certain that it isn't the differential since that gives out a constant whine, not a clunk. You've also verified that all of the teeth on the ring and pinion are in place and almost properly shimmed. Perplexed, you drive on. Then as you pull ahead from a stop light, the source of the noise becomes clear.

Failure #7) The half-shaft separates itself from the differential.

This is a particularly bad thing to happen, especially at speed. The half shaft not only transmits power to the wheel, but it also is a component of the suspension. Without it, your wheel tilts severely. As your wheel continues to turn, the half shaft flails about beneath the car smashing into anything in its way. In my case,

it bent the emergency brake cable holder and dented the under carriage. The clunking that I had heard was the result of the four bolts that hold the half shaft to the differential flange becoming loose to the point that the two parts were not tightly connected. These bolts are designed with nylock nuts with fine threads and are a pain to access, but more importantly, nylock nuts are designed to be used only once. If you remove one, you are expected to toss it out and buy a new one.

Solution #7) First, make sure your half-shaft nuts are tight.

Second, I suggest that you apply a little bit of RTV silicone to the end of each nut after assembly to prevent it slipping. Some would use loctite, but that will make it almost impossible to get the nuts off in the tight space that you have to work in. Third, if you hear a clunk from beneath the car, identify the source before driving! Some would recommend replacing the nylock nuts each time you take one off, but that seems far too easy to me.

Thus far, the problems that have been identified relate to making the Spitfire go, but what about making it stop? What happens when you apply the brakes? Does your car stop smoothly and in a straight line? If your Spitfire was anything like mine, at some point, applying the brakes with anything more than a light touch had the same effect as a quick turn of the steering wheel.

Failure #8) The brakes cause the car to turn sharply to the left or right.

By the time I purchased my Spitfire, it had just over 90,000 miles on the ticker. Many parts were worn out and needed replacement. When I applied the brakes, the car consistently jerked the steering wheel to the left. If I had attempted to stop the car on wet pavement, I am certain that I would have spun out. I replaced the brake pads without eliminating the problem. The rotors appeared to be in good shape, so I decided to replace the brake lines. In doing so, I discovered that the right front flexible hose was completely clogged with debris thereby preventing the flow of fluid and pressure to the right front caliper.

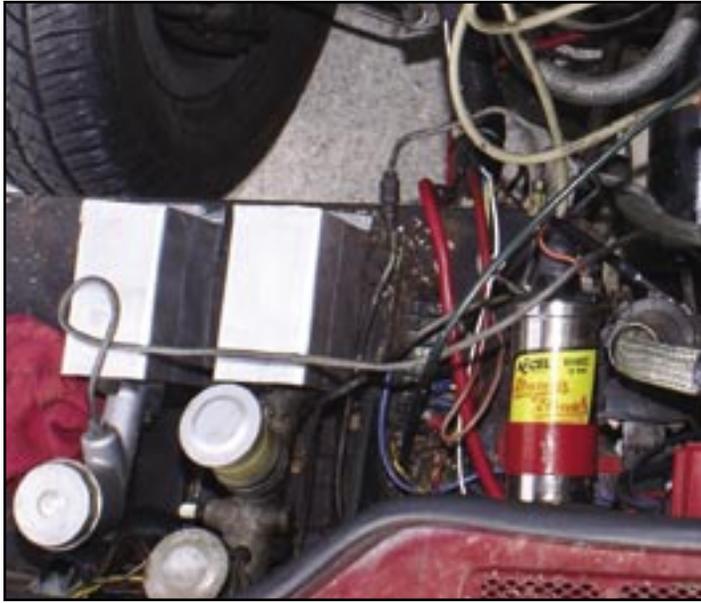
Solution #8) Replace the brake lines.

I replaced the lines with braided steel lines and the problem disappeared.

As long as we are talking about the braking system, Spitfires in later years came equipped with a braking safety warning device called a "Pressure Differential Warning Actuator" or PDWA. This device in my opinion is just one more part to fail and it serves little useful purpose. The brake lines from the master cylinder enter the PDWA and then lines to the respective wheel circuits flow from the device. If the pressure from one side to the other is too different, a cylinder inside the PDWA slides causing a switch to be closed and the brake light on the dashboard illuminates. I don't need a light to tell me when my brakes aren't balanced. The car's response under braking will tell me exactly what I need.

Failure #9) PDWA fails causing brake warning light to actuate.

What tends to happen is the seals inside the PDWA on one side or the other will wear out first. This causes the piston inside to slide whenever the brakes are applied even if the pressure is correct. It also is a potential source of leakage.



Solution #9) Get rid of the PDWA.

Just remove it and connect the brake lines directly to the brake master cylinder. Problem solved. And while you're at it, why not get rid of that worn out master cylinder, too? Replacing the Spitfire's master cylinder is a costly proposition. A remanufactured one will cost close to \$300. They don't last long, either. A master cylinder from any of the Datsun 10-types (210, 510, 710) will fit in the existing bracket and they are inexpensive. The fluid reservoirs are a bit smaller and are tilted somewhat in this installation, but that doesn't affect the operation. The master cylinder diameter varies according to the model of Datsun, so you can adjust your pedal pressure by selecting either a larger or smaller diameter master cylinder. Mine is from a 510 and I have a nice stiff pedal with very good braking.

There are many other things that can go wrong with your Spitfire. Moisture under the distributor cap can prevent a spark. Springs can come loose from your throttle cable causing a runaway engine. The roof can leak water directly

in your lap. Since this is a top 10 list, I had to pick just one final problem.

Failure #10) The clutch pedal swings freely without disengaging the clutch.

This happened to me during spring break about 20 years ago. One of my SCCA friends and I had driven down to Daytona Beach for the day to see the sights. After a long day of eye-pleasing visions, it was time to go home. As I drove off of the beach and shifted into second gear, my pedal made a loud pop and I was suddenly unable to disengage the clutch. Fortunately, you don't need a clutch to change gears if you have a transmission with synchronizers and a good ear for matching the engine revs to the next gear. However, starting from a standing start is a real problem, but it can be done. You have to moderately rev the engine, then slam the car in gear and give it just enough gas to avoid stalling. An even better way to handle the problem is to slowly coast to red lights with the transmission out of gear and hope the light turns green before you are completely stopped. We made our way from Daytona to Jacksonville with this problem.

Solution #10) Replace the clutch pedal assembly.

The reason the clutch would not disengage was that the hole in the pedal assembly where the clutch master cylinder's clevis pin connects had cracked. That crack prevented the pedal from maintaining contact with the clevis pin, so the clutch master cylinder just sat there unbothered by the motions of the clutch pedal. I managed to Gerry rig an extension to the pedal that enabled the clutch to disengage until I could find an appropriate replacement at a local junkyard.

That's it for the top 10 things that will go wrong with your Spitfire. It is because of little problems like this that the adage, for every hour in a Spitfire, you must spend an hour under the Spitfire seems to hold true. If you are fortunate enough to have one of these fun cars without the problems, congratulations! If you do have such difficulties, you are in good company! 🤖



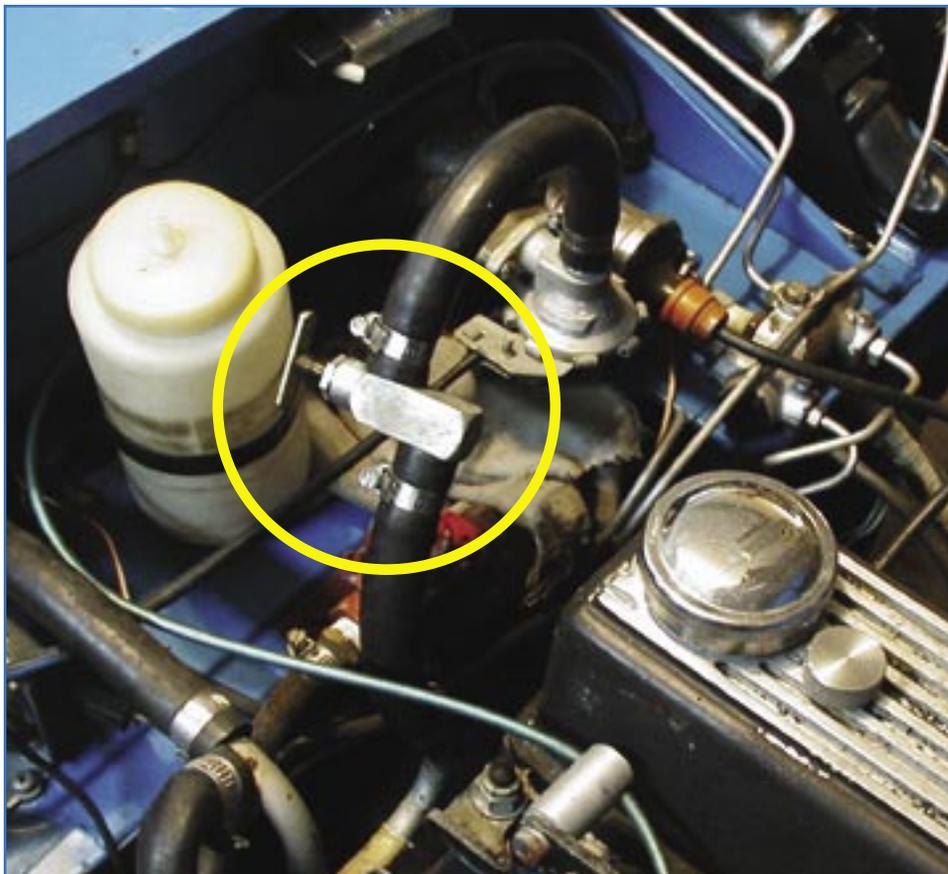
Hot Feet

by Karl Schmitt, Missouri

Over the years I have noticed that the heater valve in my 80 Spitfire was not completely closing. While this was somewhat pleasant in mild or cool weather, it was not welcome during the summer months.

These valves are simple devices which depend on a push-pull action of a throttle cable and with time become difficult to operate and will not completely close. Typically with mine I would effect final closure with a screw driver. While replacement valves are available, they too in time will not completely close.

A simple solution was at hand for about \$25 and fifteen minutes of work. From my local auto parts store I purchased a Four Seasons brand shut off valve, part #84705 and two SS hose clamps. To install I simply cut the hot water supply line to the existing water valve and installed the manual shut off valve. Started the engine, let the water circulate a bit and then closed the manual valve. Job done and no more "hot feet" in the summer. ☺



Brad Penn Oil

by Kurt Stach, North Carolina

When I finally finished rebuilding my 75 Spit (after it sat for 25 years) I came to the point of deciding what oil to use.

I have read many posts over the years about the wear problem with the new oils. I did a lot of looking in the local stores trying to find oil with ZDDP with no luck.

I finally lucked out at the local "speed" shop. Talking with the owner of the shop he said they had a lot of problems with wear in their engines when the ZDDP was removed from the oil and this was the solution. I have about 120 miles on the engine and no problems so far.

>Also included is a pic of the garage dweller. I almost sold it during 2 moves in those 25 years and when I semi retired I finally had time to spend on it.

Still a lot of cosmetic work to do but it runs. ☺



Replacing Your Spitfire's Front Motor Mounts

by Jim Holmgren, Pennsylvania

This is the latest in the "If I can do it, you sure as heck can" series. So...are your front motor mounts "knackered"? If you've got an hour, you can replace them yourself. Get your motor's vibration isolated the way it should be and get rid of at least a few of those annoying rattles.



Fig 1 – Knackered motor mounts – note the split and cracked rubber

You'll only need a couple of simple hand tools to perform this task:

- 1) A floor jack and a pair of jack stands
- 2) An assortment of 9/16" wrenches and sockets
- 3) A piece of 2x6 about 1 foot in length
- 4) New motor mounts, new bolts and new nyloc nuts.



Fig 2 – new hardware

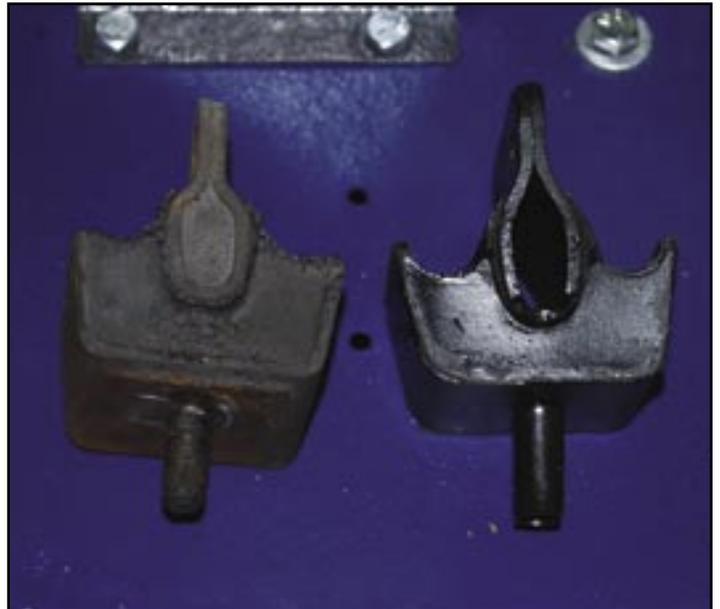


Fig 3 - Old vs New



Fig 4 – Tools needed

Start by raising the front end and inserting jack stands under the frame. You don't need to lift it very high, we just want to take the suspension out of the equation for now.

With the front end safely up on stands, take a pair of your 9/16 wrenches, or a combination of wrenches and a socket – whatever you prefer – and loosen all three bolts holding the mounts on each side (two on the sides, one on the top). You'll be swinging your wrench near the radiator – so use caution!

You can take the nuts off if you wish, but do not attempt to remove the bolts yet! Note: Depending on the state of your old mounts, you may not be able to remove the top nut completely until you raise the motor.

Now the fun part begins. Take your 2x6 and put it on your jack's lifting platform. Position the jack under the oil pan and take up the slack. The piece of lumber will help to spread the load and avoid damage to the oil pan. Figure 5 shows the jack alongside the car, so you can get an idea of how to arrange the jack with the wood block.



Fig 5 – jack with block in relative position for lifting engine

Now...S-L-O-W-L-Y using the jack, raise the motor up by a couple of inches. Earlier we raised the front end of the car off the ground in order to take the suspension out of play. This helps minimize the amount of travel and force needed to lift the motor. Check your motor mounts. They should be loose now. If they are loose, you know the load of the motor is off of them. You can now safely remove the old bolts and slide the mount out. If you can't quite get the mount removed, simply jack the motor up just a wee bit more until you can remove the old mounts. Be very careful here to only jack the motor up enough to get the mounts cleared. We don't want any more stress on the motor than absolutely necessary.



Fig 6 - Mount ready to remove

I should take this opportunity to say that the nut on the top of the passenger-side mount is a 'blind' nut. However with a short wrench you should be able to remove it by feel, working in between the fan blades. Not terribly difficult, just a little tedious to remove. A nice pair of 'mechanics gloves' will help keep your hand from getting scraped up on the fan blade or radiator.

Slip the new motor mounts into place and slide the new bolts through the holes. You may need to S-L-O-W-L-Y lower the motor to get the holes to line up in order to insert the bolts. Depending on how good (or not) you are with manipulating your jack, you might be raising and lowering your motor multiple times during this step until you get it 'just right'.

Now you can put NEW nyloc nuts (for goodness sake, don't re-use nyloc nuts) on all 6 bolts and tighten part-way.

Lower the jack to place the load on your new mounts, and completely tighten all 6 nuts.

Raise the car (by the frame!) and remove the jack stands. Your new motor mounts are now installed and ready to go!



Fig 7 – New mounts installed



Fig 8 – Me with my 75 Spitfire 🏆

BEFORE & AFTER

A Long Love Soon Lost

by David Hansen, Arizona

From the time I was little I have always liked the look of the old British roadsters. The Austin Healy 3000 is one of my all time favorites, but I also loved the look of the MGs as well, that was until I saw the Spitfire for the first time. It was late in 2004; I had just separated from active duty Air Force and was going to college in Central Washington University. Money was tight due to me not being able to get much help from student loans, taking a full load of classes, working in the reserves and a part time job and on top of it all learning to fly airplanes! To cut some costs I lived in my aunt and uncles vacation home rent free as long as I kept the place up. I did yard work, painting and other chores I could think of to show how appreciative I was.

One afternoon while checking the mail I received an auction notice for a farm down the highway. They had everything from combines to tillers and one little neglected Triumph Spitfire that I had to have! The day of the auction came and I saw the car in person for the first time. It some dents in the passenger rear quarter panel, three different kind of rims with four different tires, no carpet and about three bails of hay stored in the car and in the trunk. The last time the plates were stickered was in 93, the engine didn't run but it did have good glass the rest of the body panels and was only rusted on the trunk lid. I paid 700 dollars for the car and took it back to the house. An oil change later, new battery, fresh gas and ignition cylinder with a key and she roared to life again.



Over the next two years of college it became my nightly hobby. Don't worry I still got good grades, graduated with honors and in the top 15 percent of my class. I rebuilt the brakes, front and rear suspension, tie rods, ball joints, plugs, wires, radiator, timing

chain, water pump, fan clutch, and on and on. Come to think of it, drinking beer and parting probably would have been cheaper! After I graduated I got a job flying for a company in Arizona so I packed up my bed, tools and Spitfire and moved to the land of the sun.

For the next two years I spent a lot of time working and doing the family thing and the Spitfire was put on hold. Then I got the bug again and decided it was time to get the car done. I stripped it down taking everything I could off the car, bagged and tagged everything. Then I spent a couple of months doing the body work, pounding out small dents, sanding and smoothing everything out and ordering the parts I would need for the rebuild. Fortunately the company I work for has a really nice paint booth with great lighting and ventilation; the bad part is I could only use it on the weekends. I towed the car there sanded and prepped some more late on a Friday, then on Saturday morning prepped and sprayed a couple coats of primer sealer and then Sunday, sanded and sprayed the paint then towed the car home. It was a long tiring weekend. With a little wet sanding and auto polishing I could not ask for a better paint job plus I saved about two thousand dollars!



BEFORE & AFTER

After the paint job I was fired up to complete the car, so I dove into it. After putting the kid to bed it was time to get working, I even got my wife out there a couple of times to help out. I would say the hardest part of the rebuild was putting the door window seals back on. One word of advice put the window in first and use a tool like the one described on the triumphspitfire.com website.



The only two things I didn't do was; I bought an interior kit from Ebay and had a local shop put new foam and install the seats, they turned out nice and comfy. And I had a glass company install

the windshield with a new seal. The car runs and drives great and looks good too. Right now I am finishing a nice walnut burl dash.

Now the sad part. I had a change in career plans which will move me all around the country and take a pay cut and the car is going to have to be turned into something more of a practical daily driver. It will be sad to see the car that I have put a lot of work into



drive off with a new owner but I know it is the right thing to do for me and my family. But don't think that I will not have another one in time! 🙄



BEFORE & AFTER

My 200 Dollar Car *by Jonathan Wright*

I have been in love with the Triumph Spitfire since I knew it existed. I had hoped to be able to restore one some day. I had been looking for months to finally buy one. The first car I really tried to get my hands on was on eBay for 1000 bucks. It was an awesome little 64 Spitfire. The car needed a total restoration but it was complete and I felt I was up to the challenge.

I went in for hernia surgery the day the auction ended, and the pain meds knocked me out. I was out bid by 100 dollars and woke up four hours after the auction had ended. I was so disappointed, but I figured I could find another one if I kept waiting. Three weeks later I found a yellow 1974 Spitfire. The price tag was 600 bucks and it was local. It was only 60 miles away. I didn't like the 1500 body style quite as much, but was dying to get my hand on a Spitfire and the price was right. I talked the guy into a trade for my old lap top and 200 bucks. The computer was just sitting collecting dust so it was no loss to me. The next day I drove my car 200 dollar car home and it made it! The whole car had been spray painted yellow. Every part of the car had some yellow paint on it from the soft top to the steering wheel, the lights to the tires. Rust spots, nasty interior. It was a project to say the least, but hey, it was 200 bucks and it ran.

After a lengthy seven month restoration, the car is looking much better. A fresh new coat metallic grey paint, and a new dark red interior and the car is looking fantastic. It's a one of a kind Spitfire and I'm very happy with how it has turned out. Being a Spitfire, it will always be a project. It now has a bit more than 200 dollars invested parts and paint, however it has been a great project, a wonderful learning experience and a whole lot of fun. 🍷



My Chevy Powered Spitfire

by Ray Lundgren, Oregon

with a 5 speed transmission from the Camaro it goes like a rocket. I haven't driven it hard yet but the stock rearend is holding up find for now. This is the way they should have been built. 🤖

This is my red 1970 Triumph Spitfire that I've owned for the last 10 years. This last year I decided to change the engine, I found a 1994 Chevy Camaro 3.4 ltr. engine and went to work. Everything was a tight fit, but it is an awesome car now



Car during construction



Chevy 3.4 liter V6



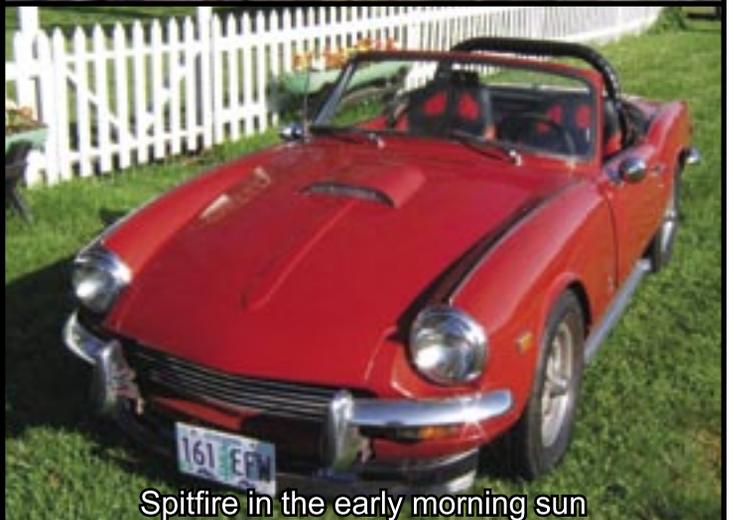
Custom motor mount



Exhaust route



Spitfire in front of the house



Spitfire in the early morning sun

READERS STORY

New to Me Spitfire UK

by Kiira Gamble, Osterley, West London, UK

my partner is very handy under a bonnet (especially Landrovers) and I am getting involved with the restoration project and learning as much as I can. We have started to strip her down and I am finding it all quite exciting - hope the enthusiasm lasts!

I am interested to know if there are other women out there doing this stuff? 🐾

This is all new to me - Spitfires and Spitfire magazines, forums etc. (and in a male dominated scene) but I am eager to learn !

I picked up my 1979 Spitfire 1500 last week and have named her "Leyla" (after British Leyland of course!). She needs some TLC and lots of work but



New to Me Spitfire USA

by Jeff Jones, Grifton, North Carolina

This is my new to me 1978 Triumph Spitfire 1500 in Pageant Blue. It has the original soft top, tonneau and hard top. Engine and overdrive transmission are all original, and it runs great. Even the radio is original. Although I have only owned it for about a month, everywhere I go, people are walking,

some running to ask what kind of car it is. So far, I have thoroughly enjoyed this car.

I plan on entering local car shows, hoping to meet other Triumph owners, to gain as much info on these cars that I can. ☺



IN THE OTHER STALL

Forever And Ever After

by Richard Campi, Indianapolis, Indiana

I greatly miss my first automobile. It was a 1955 Pontiac Star Chief convertible. I acquired this wonderful mobile art piece in the summer of 1957 and drove it until I “T-boned” a new Chevy station wagon on June 2, 1962 I lost that car completely and the man who pulled out in front of me had no money to pay my losses. That car today would be worth over sixty grand as a show car (the way that I’d keep it!). I am still mourning its loss!



First car

My second car was and is a 1965 Corvair Corsa coupe. I’ve greatly enjoyed it over the years. It’s a very sporty car and extremely economical. I’ve driven it over five hundred thousand miles, mostly as a daily driver.

The third vehicle that I acquired is my 1975 Triumph Spitfire, which I bought new and I’ve driven it over one hundred and eighty thousand miles.

The last vehicle that I’ve purchased for myself is a 1950 Chevy Pick-up truck that I have had now for a generation. It runs well and I use it to haul big things.

Our present home is also an antique, which I’ve had now for the past twenty-seven years. I try to make myself and things that I truly value last indefinitely. I’m not much of a consumer by many people’s standards, but I accumulate. I’m an organized King Pack Rat and OCD about it!

In early November 2009, I found another ‘65 Corvair Corsa on ebay. It’s a convertible with eighty thousand miles on it. I “jumped” at the opportunity to acquire it.

My mechanic who has worked on my old truck and Corvair for four decades had finally convinced me that my yellow Corvair should be condemned. It is air-conditioned all the time due to extreme holes in the front floorboards and wheel wells, as well as the lower doors hinges threatening to come unhinged at any time! I asked the mechanic to query the Corvair Club to locate a good car body to change my better components over to. He also put me in touch with a man in Anderson that restores Corvairs and other vehicles. Finally I looked on ebay and found exactly what I wanted.

My wife, Susan, is most disgruntled about all of this and wishes that I just scrapped my Corvair.... Nevertheless, we took a combination trip to Baltimore for her sister’s surprise birthday party and then went north to Maybrook, NY with our SUV where we rented a U-Haul car trailer. The gentleman in charge at the store told me that the cost would be \$506.00. I was most unhappy and said that was more than I expected. He said let’s go outside



Second car

IN THE OTHER STALL



Third car



Fourth car



Donor car

and discuss this. We did. He then said we could help out each other. "We can cut the cost (special rate) and you pay \$390.00 and slip me fifty dollars. That way both of us comes out ahead." I told him that I was uncomfortable with this, but I had Susan give him the fifty for his pocket. I turned him and that franchise in to U-Haul upon returning.

The reason for including this part of the story into this article is to alert U-Haul of that type of corruption within and to be able to whistle blow with evidence. My hope is to make others more aware.

After attaching the trailer to our vehicle, we went to Cherry Tire Service to pickup the Corvair. The employees pushed it on the trailer and got it tied down. (Joe Cherry showed us the magnificent restoration with glowing paint that he has completed on a 1958 Chevy station wagon into a pick up similar to an El Camino. It is one of the top 10 customs in the nation for 2008. The Corvair was to be a future project, but he has others in line!)

Susan and I started back to Indy; we stopped overnight at a Red Roof Inn in central NY and to continue home the next day. There, we parked the loaded trailer in the church parking lot across the street and took it to Anderson, IN the following day. Here the 2 Corvairs will be combined. All the work, from A to Z, is projected to cost a quarter of what my Spitfire restoration did!

I recently drove to Anderson in my yellow Corvair for the last time, and it is being reincarnated to a candy apple red convertible of great class to compete with my yellow Spitfire! Look for us next summer! 🍏

British Motor Car Day - Rome Georgia

May 15, 2010, by Bob Spruck, MotorMouth South

As happens every year during the Atlanta area's wonderful Spring season, the British Motorcar Club, an association of more than a dozen British car clubs in the Atlanta area, held its British Motorcar Day at Berry College in Rome, GA on May 15th. The 23,000 acre campus is the perfect site for a British car extravaganza due to its broad lawns, horse pastures, curving lanes, huge trees, and not least, the magnificent stone buildings and facilities. It seems like it has been transported right out of the Cotswolds.

This year's theme was The End of an Era, commemorating thirty years since 1980 when the last of the MGBs and most of the other British sports cars that we all know and love were imported to the States. Many of the classic British roadsters that dominated the American market faded away as emissions controls, safety regulations, and a shrinking market doomed the continued presence of these once popular makes in the showrooms of America. Consequently, there was a plethora of the late rubber bumper MGs and Triumphs as well as many of the earlier chrome bumper cars that

started it all. Post war MGs and Triumphs were also represented, one of the oldest being Jean Dohany's unrestored 1936 Austin Seven that she and her husband brought back from their years in Malaysia. In addition to the almost three hundred cars from the 13 Clubs, there were plenty of parts and food vendors, cars for sale in the Car Corral, and smiling spectators walking around generating fond memories of cars once owned and times once enjoyed. As always, local charities benefited from the entry fees happily submitted by the owners of these precious vehicles. This year the Marietta Lions Club and the Marietta Rotary Club were the beneficiaries.

Triumphs from the '70s were well represented, with lots of TR3s and TR6s. Spitfires and GT6s were also there in goodly number, as were a few less often seen models. The dozen or so Spitfires represented most of the versions made in the 70s and all were well presented. A lone GT6 represented that model. Some other Triumphs of interest were Hermann Schaller's 1949 TR2000, Joe Earnest's Dolomite Sprint sedan, and three Triumph Stags. ☺



▲ Row of Spitfires salute the spectators



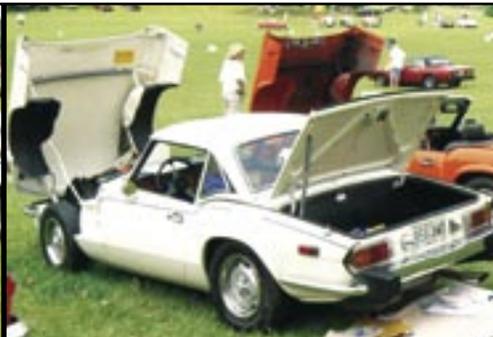
▲ Tops down for everybody this Spring day



▲ Steve Kohlhan's 1967 Spitfire 4 Mk2



▲ Alan Storey's 1968 Spitfire Mk3



▲ Ray Gore's 1976 Spitfire 1500 with hardtop



▲ The lone GT6 was brought by Bob Bryan



▲ Some of the rare Stags, Dolomite, & 2000



▲ Hermann Schaller's 1949 Triumph 2000



▲ Joe Earnest's Dolomite Sprint

Triumph Club National Gathering

Drakensberg Mountains, South Africa, April 23-27, 2010 by Darryl Hurter

These photos were taken on the way and at our National Gathering organized by the Johannesburg and Pretoria sections. My Spitfire won a silver award in De Tat in 2004 soon after the restoration and this year attained a Bronze. It is a testimony to the quality of the restoration as all I did was clean and polish. An award despite the hard use the car is subjected to was very satisfying. The standard of the 40 cars in the competition was the highest ever! ☺





Spitfires and GT6s at the 27th British Car Field Day

Sussex, Wisconsin, June 20, 2010, by Bernie Evans

For the past 27 years, Fathers' Day has been celebrated in Wisconsin with a great show of British cars and motorcycles at the British Car Field Day. The Sussex Village Park lies 20 miles west of Milwaukee, Wisconsin and is a great venue for a car show. The park hills form an amphitheater-type setting with more than adequate space for the nearly 250 vehicles that show up each year for the event. You can count on something unusual showing up at BCFD, and this year it was a WWII Land Rover troop carrier! Of the 24 classes at BCFD, seven are for Triumphs. The Spitfire class had 5 entrants with first place going to Phil Buetow in his '68 Spitfire and second to Rick Paulsen for his '76 Spitfire. Nello Critiano took first place among 3 GT6 entrants and a single Stag in the Triumph "Variant" class with his just-completed GT6 MkIII. 🇬🇧

▼ Land Rover Troop Carrier

▼ View of the field of the Triumph classes

▼ Keith Bay's 1973 GT6 MkIII



▼ Bernie Evans' 1968 GT6 MkI

▼ Nello Critiano's 1972 GT6 MkIII

▼ Engine bay of Nello's restored GT6 MkIII



▼ 2010 BCFD Spitfire Class

▼ Linda Foster's 1979 Spitfire 1500

▼ David Lochman's 1972 Spitfire Mk4



▼ Phil Buetow's 1968 Spitfire Mk3

▼ Rick Paulsen's 1976 Spitfire 1500

▼ V. Soderstrom's 1978 Spitfire 1500



What were they thinking ???

AND FINALLY

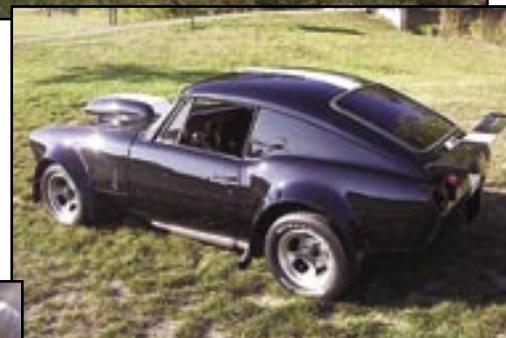
We have all seen them, those conversions that make you ask: "**WHAT WERE THEY THINKING ???**" This page is dedicated to those slightly different conversions, the ones you either love or hate. If you have seen them at a show, or for sale on the web, send them in to us, and we will include them in WWTT???

1969 Triumph GT6+ Custom 302 CI, 5-Speed

This highly modified GT6 was sold at auction for \$14,000 during Dana Mecum's Original Spring Classic Auction held on May 19-23, 2010. The auction was held at the Indiana State Fair Grounds in Indianapolis, Indiana. This was billed as "The World's Largest Collector Car Auction!"

The auction description for the GT6 was as follows:

- One of a kind custom creation with classic European curves
- Raven Black with Ultra White strip
- Custom Mahogany dash that compliments the new upholstered interior
- Easily removable bonnet
- 1989 GT H.O. 302 CI engine bored .030 over
- Hotter cam, roller lifters
- Flat top pistons
- Edelbrock performance manifold
- Holley 600 CFM carburetor
- Rack and pinion steering
- 5-speed transmission
- Performance hydraulic clutch
- Short throw shifter
- Custom motorsport thrush side pipes
- Every bolt inspected and replaced as needed
- Polyurethane bushings
- Complete electrical upgrade
- New brake system



Have you spotted a Spitfire, GT6, or other British 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

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

CLASSIFIED ADS

CLASSIFIEDS

CARS FOR SALE



FOR SALE: 1964 Custom Spitfire
Fast & Fun Custom Car - Body and Frame lengthened 8" to accommodate the Aluminum Rover 3528cc V8 engine brand new 0 miles with 5 Speed Transmission. Professionally build autocross racing front suspension. Roadster with HARD TOP. 0-60 in 5.5 seconds. Road tested to 140+ \$18,500 OBO
Dennis Nickerson, Los Angeles, California
805-290-6119



FOR SALE: 1973 Spit-6
Spit-6 everything done: fresh paint, sound system, new tires, wheels, custom interior, custom front airfoil, TR-6 tranny, GT6 brakes, spindles, and new top. Engine: fresh rebuild 2L/carbs/cooling sys/U-joints/bushings F-R/ etc. Call with any questions. \$7,500 OBO.
Bob Arnett, Terre Haute, Indiana
812-232-4777 razorbohsr@aol.com

CARS FOR SALE

FOR SALE: 1964 Spitfire
This car would be perfect for restoration. It drives great. Practically new Hankook tires. Two sets of hubcaps. Excellent top. Just a fun little car. Divorce forces sale. I am gonna miss the car. Not her! E-mail for car pics.
Darson Buckner, Knoxville, Tennessee
triumphspitfire64@yahoo.com

FOR SALE: 1972 Spitfire Mk4
Project or Parts - Car has 1300cc motor that has had machine work done and is assembled only to short block. Have many new parts for car. E-mail for more information. Asking \$1,800 OBO
Josh Clark, Mount Vernon, Iowa
319-270-2793 jjclark@mtu.edu

FOR SALE: 1980 Spitfire 1500
Solid body/floors, four in-line Macuni carbs, header, Monza exhaust, burlwood dash, roll bar, new soft top, original hard top, custom fiber glass front end air induction, alternator, top-end oiler
Michael Nuzzo, Hamden, New York
slamininhamden@yahoo.com

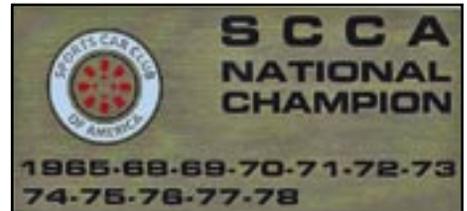
FOR SALE: 1965 Spitfire Mk2
Project car. Was running well when I pulled it into the shed. Got sidetracked by Minis. Original hard top, and an aftermarket period one as well. It is rough, but not beyond repair. \$2000. OBO
Ron Macman, Greenwood, Delaware
302-745-8284 macmanron@yahoo.com

FOR SALE: 1963 Spitfire4 Mk1
85% restored '63 Mk1 with '80 1500 engine with 4 spd overdrive transmission all working fine (original 1147 and 4 spd transmission available). Car has new wheels, tires, rebuilt engine with Weber carb and tranny, new Monza exhaust, re-done interior and body (still needs minor cosmetics). Also includes Kenwood tape deck already installed and working. Other parts available as well. Need to sell. \$5500 negotiable,
David Broder, Shelton, Connecticut
davidbroder@yahoo.com

PARTS FOR SALE



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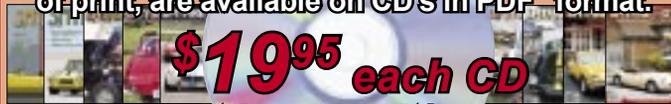
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