

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 #36

features

- ◆ **Factory Fresh Spitfire**
- ◆ **Dad, Me & Alex**
- ◆ **What's In Your Garage**
- ◆ **Tech: Vapor Lock**



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Recently a young chap from England wrote to the magazine on Facebook, inquiring about cheap auto insurance for a possible Spitfire he wanted to buy. A simple enough question, but what he said about our Spitfires gave me a chuckle, see below. (Mind you, I converted his Text-talk to regular English)

Hey Guys/Girls, I'm 19 and buying a Spitfire in the next couple weeks! I know it's like an old person car, but I drove my mates and fell in love! So I was just wondering if you guys know of any cheap car insurances for a MkIV/1500. Cheapest I've found is £114 a month. Why I'm looking is insurances want £3000 a year for the car I've got now! LOL Hope you can help.

An old person car? How dare he... but then I started thinking, most of the people that drive British Sports cars (most I said) are in the 40+ club, and looking from the 19 year old vantage point, I guess they are "old person cars". I had just never thought of them in that way.

Every time we drive our Spitfire we get some kind of compliment. Most come from kids under 18, "**cool car**", "**like your ride**", "**take me for a ride**", etc. So it just took me by surprise when I heard a 19 year old about to buy a Spitfire after falling in love, refer to it as "an old person car"! The newest Spitfires out there are over 30 years old now. The younger generations have never seen a Triumph, MG, or Austin Healey commercial on TV. All of that ended way before they were born. And if they saw a Jaguar commercial, it may have been lumped with the Fords as to lose its British identity.

Yes, I guess we do drive "old person cars", but their style still stands out from all the boxes and bubbles on the road today. And people of all ages still take note and comment when we go by. By the way, I did steer the chap toward a couple cheap insurance companies that offer Euro insurance coverage, but warned him that he may find insurance could be high given his age, and the cost to repair a classic car.

Until next issue, see you on the road... in an old person's car!

Howard

howard@triumphspitfire.com

PS: I sized this page's type a little larger for us "old people"!



Granddaughter Mercedes attended the Wabash Valley Spit+Together car show and helped draw the door prize tickets.



Ginny & I pose with the "WVST Lead-car" at the Bridgeton Covered Bridge & Mill

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

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THIS ISSUE
WERE SENT BY:

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Edward Morgan

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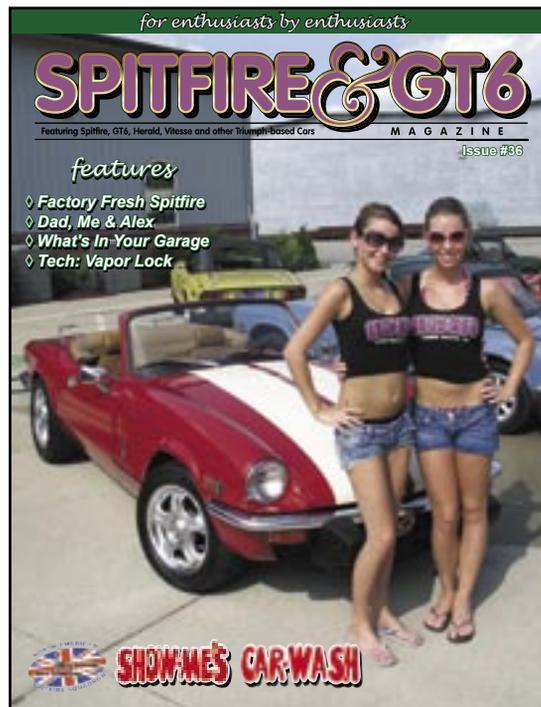
Jim Ely

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Tom Greever

Brian Donovan

Andy Stark



ON THE COVER

COVER PHOTO BY
HOWARD BAUGUES

The cover features Doug McArthur's 1974 Spitfire 1500. His Spitfire was washed by Julie & Hayley of Show-Me's restaurant staff, during the Wabash Valley Spit-Together. Read more starting on page 24.

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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...

HELLO

Dear Editor,
I just found this Facebook bunch of Spitters. WhiteLightning & I have known about this great magazine a long time and it's a sleeper but I just can't get around to resubscribe because of a tightened pocket book. I do every day lurk with my friends at Yahoo's Spitfire sight gathering this generation's insight into this quirky little character of the wonderful Spitfire, in a class by itself.
Ken Moorhead via Facebook



Ken, thanks for your comments.

We are glad to hear you & your car are still out there cruising around northeastern Ohio. White Lightning is a one of a kind Spitfire!
Howard~

FRAME COLOR

Dear Editor,
I'm rebuilding a 65 mk2 Spitfire that I want to bring back as original as possible. From the serial number, it's going to be white with red interior. I already saw somewhere that the frame should be the same color as the body, but is the front suspension brackets also the same color? What is the underbody color? Is there a good site that spells this all out?
Thanks!

Paul Cormier via Facebook

Paul, On my 76 the underbody was body colored from the factory. Undercoating by the dealer usually changed that to blackish. I have seen both black or body color for the frame. The suspension A-arms would be black.



Sadly, all the Spitfire reference books I own are in black and white. But one could assume what they did to other Triumphs in 1965 would have similar paint choices. Try searching for TR4 frame colors.

Also, a good link for TR3 stuff:

http://www.rucompatible.com/triumph/concours_preparation.htm
Howard~

MODIFICATIONS

Dear Editor,

It seems lots of folks are always trying to shove big motors or other modification onto a Spitfire/GT6 body and they in the end create some of the ugliest, redneck looking body modifications. The Spitfire has a unique look that only once or twice have I seen modified to match those great lines.

My personal opinion is: if you are going to shove a big motor or do some other body modification, take the extra step and visit a good metal fabricator and designer and have them work up a good, smooth, proportional, modification that is in keeping with the original design intent.

Jason Foster via Facebook

Jason,

Thank you for your comments and opinion. We too have seen good and not-so-good Spit/GT6 mods out there. That was the inspiration for the "What Were They Thinking" page!
Howard~

HELP WITH SELLING

Dear Editor,

I'm a bit stuck here, knowing very little about cars generally and Spitfires even less! I have a colleague in Greece looking to sell his restored right hand drive Triumph Spitfire. I've said I will give him a hand with the sale. I have pictures and was going to place a classified in The Sunday Times. Any advice on how to sell this car would be welcome. Thanks.

Josie Kemp via Facebook

Josie,

Try these websites:
www.triumphspitfire.com/classifieds.html
www.triumphspitfire.com/magads.html
Howard~



THANKS

Dear Editor,
I have been an enthusiast and subscriber since this publication came out; highly recommend it.

Thanks,
Dave Snider via Facebook

Thanks Dave!
Howard~

ALL TECH EDITION?

Dear Editor,

You asked for input for your upcoming issues. Personally, I would like to see reprints of your best tech articles presented in previous issues. A full tech issue of your magazine would be great. Possibly covering everything from differential fluid changes, engine mods, suspension rebuilds, etc.

I am currently doing a restoration on a 1965 Spitfire, and have just finished the frame, and front suspension. I am just completing the rear suspension. I know these tech article can be a great help to the first time restorer. I know, as I have reviewed your past issues, and found several articles which were of great help to me. Please do a tech only issue of your magazine!

Thanks.

Edward J Morgan, California

Edward,

Thank you for your suggestion. We think it is a great idea. Look for a Tech-filled issue in the near future.
Howard~



We have over 265 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! SoundRoadster 4/6™

Do you miss the wind in your hair, that feeling of adventure every time you took your classic British roadster out for a drive? Stuck behind the wheel of an invisible people-mover? Now you can enjoy all those long lost sounds (and smells) of your old English car! SoundRoadster™ faithfully recreates those aural memories without spending mega-bucks on another LBC. What's more, you can blip the throttle, run it up thru the gears and reminisce about the old days, right in the comfort of your Modern! SoundRoadster™ turns your Modern into the British Roadster you loved (and lost or junked) by way of a simple low cost sound emulator. Just pop it into your cigar lighter* (oops, power port!), tune your sound system to the device frequency and choose your performance sound –

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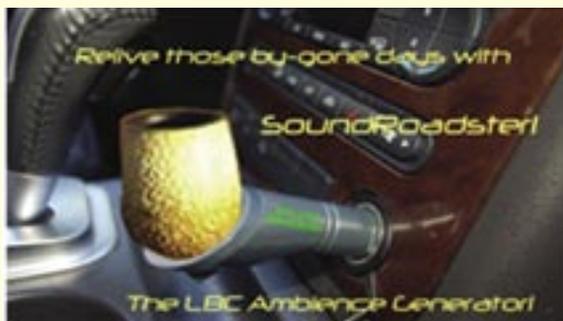
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Jaguar	Starter whirs slowly, solenoid clicking, or AAA Roadside Assistance phone menu
Lotus	Reverse beeper and rollback loading winch or crack/shatter
MG	Special mix of tie down chains and trailer ramp rattle, ka-ching!, complete silence

Other Signature Sounds™ available online!



* **Warning, not for use in actual British cars, may cause dizziness, numbness or loss of sensation!**

** **Default setting**

*** **May cause lip corrosion if used in mouth, not for drivers with non-Lucas™ Pacemakers!**

🇬🇧 A bit of fantasy created by Charlie Frick, Pennsylvania 🇺🇸

Weird, Wacky & Wonderful!

Spitfires Recognized

The recent Hagerty magazine included a photo of four Spitfires parked on the showfield at the Carlisle Import & Kit Nationals that were held in May of 2010 at Carlisle Pennsylvania. It is great to see our beloved cars getting recognized in other publications. The caption reads: **a row of Triumph Spitfires stand ready for their close-up at Carlisle.**



Triumph Aerospace Systems in Newport News

Year founded: Company launched in 1972 as Dynamic Engineering Inc. Triumph Group Inc. purchased the unit in 2006.

Number of employees: About 150

Number of patents: Would not reveal, aside to say "Several Patents and Intellectual Property"

Employment: See Triumph Aerospace Systems In Newport News' Web site at tasnn.com

It's a fact: Triumph has supported every major aircraft development program since 1972. The company is now designing and building Generation 8 fighter engine demonstrators that won't be produced until at least 2030.

Triumph Aerospace?



Triumph Aerospace Systems - Newport News

This newspaper clipping was sent in by one of our readers, Triumph Group Inc. purchased Dynamic Engineering Inc. in 1972. **It's a fact: Triumph has supported every major aircraft development since 1972. The company is now designing and building Generation 8 fighter engine demonstrators that won't be produced until at least 2030.**

Spitfire Cannon

Lori took the attached photo in San Diego recently while visiting her Navy Nurse daughter. It was taken aboard the British ship HMS Surprise.



<http://www.sdmaritime.org/hms-surprise/>

Geof Bush/Lori Day, Michigan

Triumph Paper Cutter

This Triumph paper cutter was spotted & photographed by Tom Greever, Illinois



Triumph Tattoo

Triumph arm tattoo spotted and photographed by John Goethert at the Truck Nationals at Carlisle, Pennsylvania



You write the caption



Photo sent in by James Catalan, of his daughter & son, Charlotte and Joseph Catalan. Charlotte said she kept asking Joseph, "Where are we going, where are we going, 'cause he was driving".

Next issue...



This photo was sent in by Dr. Brent Nickischer.

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

- Are we there yet?
- What's that noise?
- What's an AARP card
- Felt fine at 70...
- Come on baby, let's elope.
- I'll have her back in time for her nap.
- Com'on Mom, We're just going cruisin' for burgers!
- Dad, does she like me for the car, my paci, or the fact that I'm in pull-ups?
- Dont give me that, Just give me the keys!
- So are you gonna pull over and ask for directions or not??
- The only thing sweeter than this gum is driving a Spitfire.
- Dang it John! I told you to ask for directions at our last stop!
- Honest Officer I just look young for my age!!
- License? Oh man it's in my other diaperbag
- Speeding? I can't even reach the pedals!
- I'm sorry officer. I didn't mean to speed, but my girlfriend really has to pee!
- Mummpphh mummpphh! Damn pacifier! I'm sorry officer, how fast was I going?
- Oh no Officer!!! Me, speeding. Ya know these Spitfires look like they are doin' a hundred when they are sittin' still!!!
- Honest Officer, we were just watching the submarine races!!
- Honest, officer! She's my sister!
- No sir, I hadn't even got to second base....Uhhh! I mean second gear!
- My babe says it's roomie enough: We'll take it....
- Anybody got a phone book I could sit on???
- cute kids! thank god the triumph is small enough that they can drive and even push it when breaks down ha ha!
- Tell him to drive to vavo's in mass.
- You can look but don't touch the trim.
- Oh, in a car rally, I'm supposed to ask her for directions!!
- Baby seats? We don't need no stinkin' baby seats!
- Women don't understand the complications of using hammer to fix things, do they dad?
- Whatta ya mean I gotta grow a pair first, dad?

And FINALLY...

Wow!! ...talk about a car making you feel young again!!!

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are available

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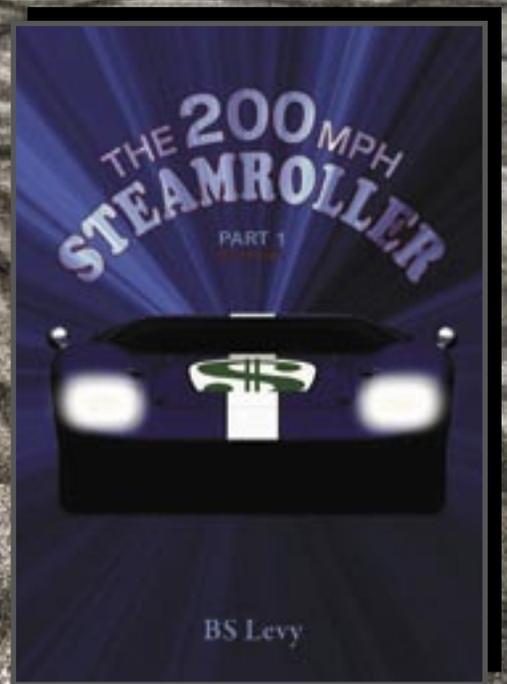
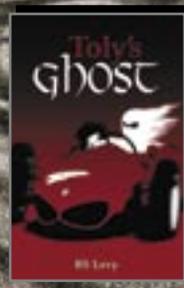
More Weird, Wacky & Wonderful!

Spitfires in Current Advertising

► How ironic that I would have sold my 79 Spit last month and found this TomTom ad to send to you. Wayne Clinger, Whitmore Lake, Michigan

▼ This came in a mailbox bundle of ads. The original was half a page and about 5" x 8". Steven Bold, Arizona

BS Levy's THE 200MPH STEAMROLLER



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MAGAZINE



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READER'S RIDES



◀ 1978 Triumph Spitfire 1500
Owned by Renee Diggs,
Williamsburg, Virginia.



▲ 1966 Spitfire MkII Royal Blue
Owned by Carl Dell,
Derbyshire, England



▲ 1967 RHD GT6 Mk1 O/D British Racing Green
Owned by Mike Randall, London, England

1968 Spitfire Mk3 ▶
Owned by
Georg Ragnarsson,
Iceland



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or mail to:
P.O. Box 30806, Knoxville, TN 37930 USA





▲ 1971 Spitfire MkIV (sky blue)
Owned by Craig Thatcher, Coopersburg, Pennsylvania

▼ 1974 Spitfire 1500
Owned by Jonathan Morrow, Mesa Arizona



▼ GT6 Mk 3
Owned by John Heath, Gt Horkesley, England



▼ 1969 GT6+ Owned by Mark & Gina Rivers, Westport, New York ▼



READERS RIDES



▲ 1968 Spitfire MkIII Royal Blue Owned by Darrell DeHart, Yakima, Washington ▲

1979 Spitfire 1500 ▼▶
Owned by Bob Swords, Brooklyn Park, Minnesota 28k Original Miles

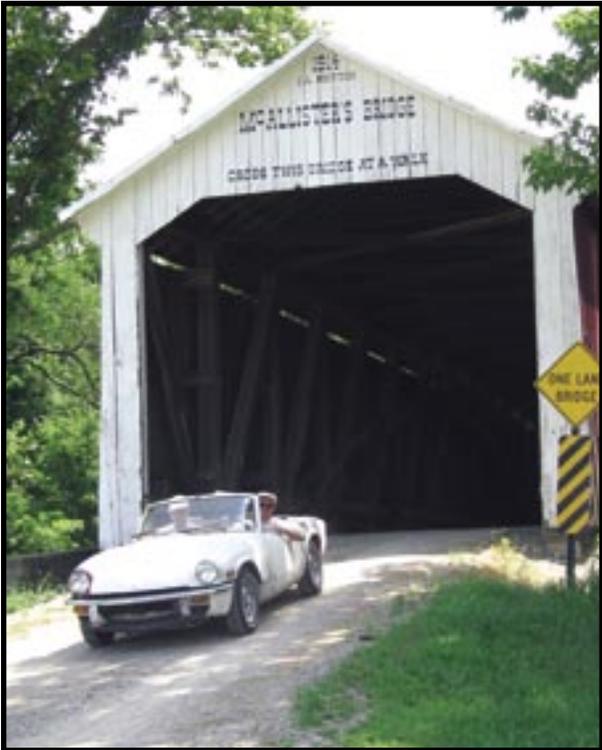


▼ 1972 GT6 Mk3 Owned by Chad Stewart, Arizona ▼





▲ 1971 GT6 Mk2 Owned by Martin Flint, England



▲ 1976 Spitfire 1500
Owned by Wilmer Sprunger, Berne, Indiana



▲ 1978 Triumph Spitfire 1500
Owned by Richard Vaught, Georgetown, Kentucky



▲ 1975 Spitfire 1500
Owned by Susan Goble via Facebook

▼ 1973 Spit6 Owned by John Lamberg, St. Louis, Missouri



▼ 1978 Spitfire 1500
Owned by John & Lucille Young, Frankfort, Indiana



Dad, Me & Alex

by Dwight, Travis & Alex Filing, Panama, Nebraska

In the spring 1988 I was your typical rebellious 13-year-old boy. My Dad and I had absolutely nothing in common. He was always in the garage tinkering with old cars and I was busy chasing girls. He'd try to get me out in the garage to help, but I had no interest in cars. In fact, I would hardly even acknowledge his existence.

One morning I saw my Dad leave the house with his old flatbed trailer, which meant only one thing – “Going to pick up more junk?” I said, he shook his head and off he went. That afternoon my Dad came home toting the coolest little car I had ever seen. Like a moth to a flame, I was instantly drawn to this little red convertible.

“What is it?” I asked. “A ‘71 Triumph MKIV Spitfire” (some assembly required.) “Can I help you take it off the trailer?” He smiled... Finally, we had a common interest. We rolled it into

the ‘pen’ and got to work. He flipped open the bonnet and took a seat on the tire motioning me to the other side. I sat down and looked, I had no idea what I was looking at, but I liked it. My course in auto mechanics had begun. “Son, this is a Carburetor and what it does...” We spent hours working on it together. After a week or so we got it to fire up. “Can we go for a ride?” I asked. Laughing he said “There’s no seats in it!” “So?” He headed into the garage and came back a few seconds later with a couple of old milk crates. He flipped them over and put them in the car where the seats eventually would go and off we went (Mom must not have been home at the time). After weeks of work the old Spitfire was ready to be back on the road (legally). We spent the summer cruising around and soaking up the Colorado sunshine. The following spring my folks were forced to sell the old Spit. I was devastated.

Twenty years later I was at a car show with my wife and kids when I spotted a late 70’s 1500. Suddenly the summer of ‘88 hit me like a tidal wave. I must have walked around it for ½ an hour telling my 6-year-old son Alex, about me and “Grandpa Dwight”





fixing one up together, so many years ago. For the next month, I could not get my mind off that old Spitfire. Every time I looked at my son, I could only think about how desperately I wanted to create a memory for him, like my Dad did for me. I had to get one. In the spring of '08 I found what I had been searching for, a '72 MKIV in North Carolina, 1,300 miles away. I called my Dad and told him what I just bought. Then, he came out towing that old flatbed trailer and off we went.

When we got the Spitfire home my son was so excited, he couldn't wait to start messing around with it. We rolled it in front of the garage and got to work. I flipped up the bonnet and he took his place on the tire with Dad and Grandpa over his shoulder. "Son, this is a Carburetor and what it does..." His crash course in auto mechanics had begun.

In the spring and summer when my folks head out to Nebraska to visit us, I still beg my Dad to take me for a ride in the Spitfire. He never let's me down, we drop the top and cruise soaking up the warm Nebraska sunshine. 🌞



Lil' Blue Thunder

by Doug Burton, Franklin, North Carolina



The story of Lil' Blue Thunder unexpectedly began in the fall of 2005 when I went to Pigeon Forge Tennessee to see a car show, more specifically, to see big muscle cars, to hear them roar, to feel their massive horsepower shake the ground, and to perhaps buy one for my own. Since my youth I had enjoyed building, re-building, driving, and admiring the strength and beauty of the American big blocks with their gas guzzling 4 barrels and tire melting torque. But as fate would have it I ended up selling all the cars I had built, most notably a 1500 HP '76 Corvette. However, I was retired and looking for something to spend my time doing and could think of nothing better than getting an old atrophied muscle car that I could sink my tools and knowledge into and transform it to former glory. So, there I was in East Tennessee in muscle car heaven looking at

tweaked out Mustangs, Corvettes, and Chevys when lo and behold I spy a little British sport car that looked more like what you'd find in James Bond's garage than in Steve McQueen's. Inexplicably smitten I purchased the 1979 Triumph Spitfire on a whim. In a way I guess you could say that I was "stirred not shaken".

With a couple of minor adjustments I was off and running, jetting around my small mountain town with its winding curvy roads, top down, cap on and affecting the air of a British gentleman. Every so often I would pull into a petrol station and harmlessly flirt with the attendants while donning a British accent and letting fly a few standard quips from my favorite James Bond movies, all to the delight of myself and of the passerby. Then one day all was changed when I accidentally rolled backwards into the car. In a flash my little car was





no longer drivable in polite society. Right then and there, after several loud outbursts of disgust and anger full of kicking and cussing, I decided not only to fix the damage but to also rebuild the Triumph to be faster, louder, and better looking. Thus Lil' Blue Thunder was conceived.

Little did I know that it would take over two years of painstaking work, research, and determination to make my Spitfire look and perform the way it does today. Nor did I realize how much richer my life would become as a result, that I would not only find a new hobby of attending car shows and collecting trophies, but also find new friends with whom to share my enthusiasm for all things sporty, fast, and loud.

The whole process began by first of all removing the bumper which I had damaged in the accident. It looked so good off that I decided to leave it off. I then filled in the holes and asked my mechanic friend, Charlie, if he knew someone who could paint the car for me. He suggested a young man named Brian who turned out to be an excellent painter with an even better eye for detail whose suggestions on trim and color made a huge differ-



ence. Next came the engine compartment and having no experience myself with Triumphs nor friends who were knowledgeable I turned to the internet where I came across '*Spitfire & GT6 Magazine*', and I was so impressed with all the articles and their usefulness that I ordered all the back issues and slowly but surely began to rebuild the engine with the help of Charlie and my soon to be great friend Nick. Through a lot of trial, error, eBay, ceramic coating and chrome the engine was transformed into something more akin to a work of art than just a mere combustible engine. Finally, I turned to the interior and with the help of a master woodworker named Joe created a one of a kind Mahogany dashboard and trim that even the Queen herself would be proud to own.

Now, as I sit in my garage and look on the fruits of all this labor I do not look upon some beast raised from the depths of Detroit's muscular past but instead my eyes fall upon some sexy, sleek, sporty little machine which hints at bit of danger much like a Bond woman swaggers up the beach while lil' blue thunder claps on the distant horizon foreshadow excitement to come. 🇬🇧



READERS STORY

Factory Fresh Spitfire

by Max Speegle, Oklahoma

The Best of Show for the VTR South Central Regional meet held in Oklahoma City recently was a real show stopper. There were many fantastic Triumphs on the scene and it was a feast for the eyes of Triumph lovers, but one car stood out above the rest.

Gary Parker of Lawton, Oklahoma, showed up with his beautifully restored signal red TR-3A as expected, but he also surprised the group when he unveiled his “new” 1980 Spitfire. At first glance the Spitfire looked to also be a beautiful car restored to Gary’s high standards as you would expect, but hold on a minute. A closer look showed that this was not a restored Spitfire, but a brand new just-out-of-the-box dealer showroom Spitfire complete with the unopened plastic containers for the tonneau cover and the tool kit.

Yes, it is true. This Brooklands Green 1980 Spitfire was an

unrestored “new car” with 150 miles on the odometer. Gary, a member of the Central Oklahoma Vintage Triumph Register (COVTR), shared the story with his friends in the South Central Region.

Last year while attending the fabulous South Central Regional meet in Marble Falls, Texas, he had heard that there was a nice Spitfire in a barn in Texas. He was mildly interested, but after returning to his home in Lawton, Oklahoma, the normal demands of business and family caused him to forget about the lead to this car.

About six months later, while looking for something in his billfold, a phone number popped out on to his desk and he remembered the talk about the Spitfire. He called his brother in Texas and asked him to go and take a look and let him know what he thought of the car. His brother did take a look and called him back saying this looked like it was a good car nestled in the back of a barn behind a Cadillac.

His brother’s favorable opinion was enough for Gary to





undertake the drive down to Texas to take a look for himself. The car was owned by a wrecker driver in Texas. The wrecker driver had acquired the car about nine years ago from a former dealer that had stored the car in the basement of his former dealership, and the wrecker driver stored the Spitfire, along with a few of his other acquisitions, it in a metal build-



ing he owned. Time marches on, and nine years later Gary took a look at the car.

Gary decided to buy it, so he made the deal and brought it back to his shop in Oklahoma. It was very dusty and dirty and took lots of cleaning and replacement of all the fluids. After all, the car had sat unmolested for thirty years. The only problems were that the seat foam had deteriorated from the heat and of course some heavy duty cleaning was needed. Gary put in the new seat foam and then put the original seat covers back on, and . . .Wow! A brand new Triumph Spitfire 1500. Gary obtained a Heritage Certificate and found that the Spitfire was shipped to Galveston, Texas, in 1980. The car has matching numbers, of course, right down to the ignition keys. The engine had a paper tag that showed the name of the final inspector that signed off on the car at the Triumph factory.

Gary and his family participated in the many events in Oklahoma City with the South Central VTR regional meet and so now the Spitfire has a total of 170 miles on the odometer. At the South Central VTR Saturday night banquet, his TR-3A won first place in modified touring class and his "new" Spitfire, won first place in late Spitfire. The Spitfire also won Best in Show.

VTR standards provide that the car should be judged by the way the car appeared and functioned when it left the dealer showroom as a new vehicle. It will be hard to find a car that better fit the VTR judging standards, since this Spitfire in effect did just come out of the dealer showroom. 🍷



READERS STORY

Our 1974 Spitfire

by Douglas McArthur, Corydon, Indiana

My wife Shannon questioned my decision five years ago to trade my just paid off motorcycle for the 1974 Spitfire, but I never

doubted that it was the right thing to do.

“Don’t get me wrong, she hated the bike” and we had owned two other Spitfires while residing near Cincinnati, Ohio. The first became a donor car and the other was sold after our second child was born. We had never been a part of any car club nor had we ever entered a car in a car show. But something felt special about this car and I had learned a lot about working on cars through years of trial and lots of errors. I was excited to have a project, especially a Triumph Spitfire.

The car was pretty rough everywhere except the body and paint, it was painted red with white stripes and looked very nice outside. The bad news was the interior was MIA and what I thought was a decent running motor had a blown piston. It ran pretty well on 3 cylinders. I rebuilt the engine, had the head done, and started replacing the interior piece by piece. We drove the car to the Louisville British Bash four years ago, we did not enter the show. We were just going to see the real show cars. A longstanding NASS

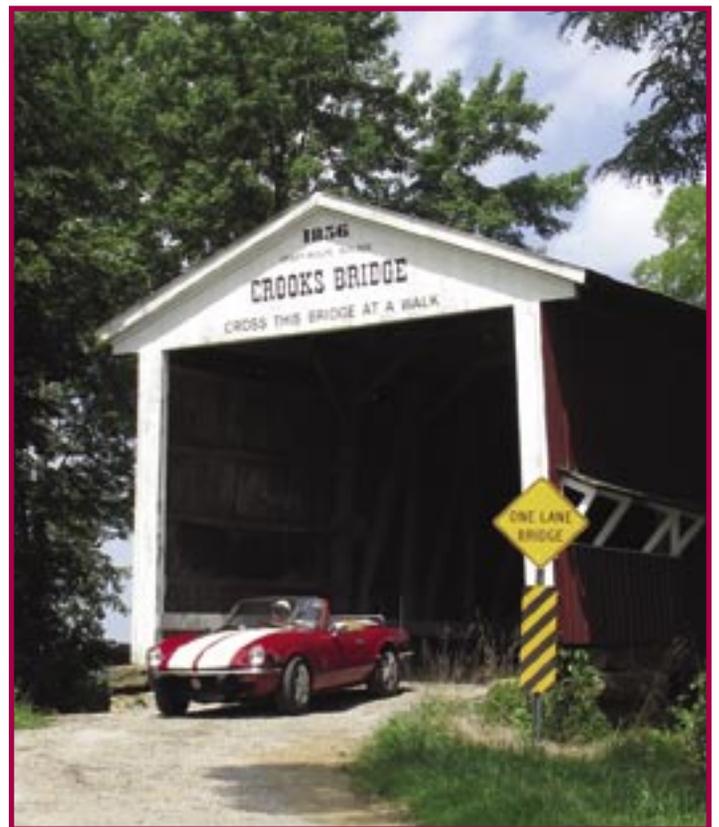


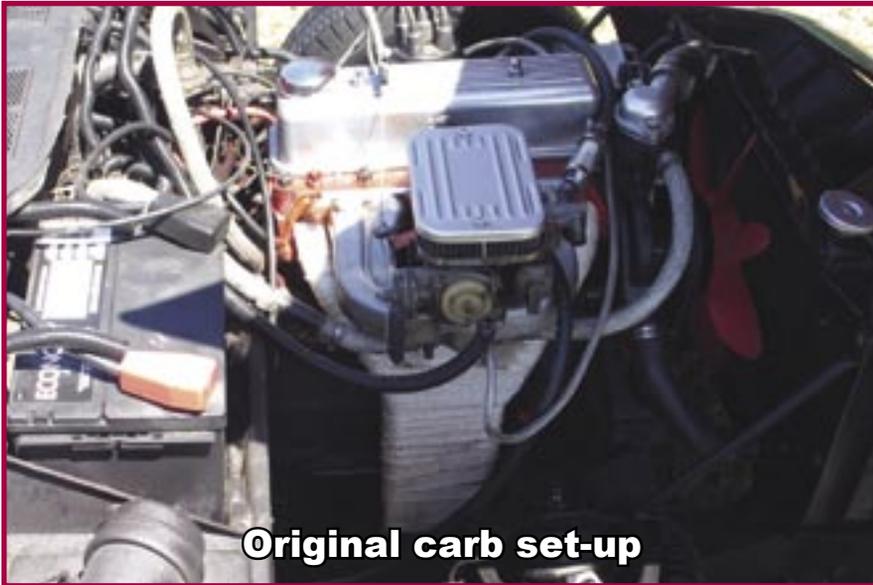
Original paint & wheels

member” Bill Tilford” caught sight of us pulling in and ushered us through the crowd to park our car with all the other Spitfires. He made us feel like celebrities that day, I know Bill well enough now to realize how excited he was that day to see a couple in a Spitfire he had never seen before.

That day changed our lives forever, the people that we met from NASS and the Louisville British Sports car club

that day are an important part of our lives today. We have been members of both clubs ever since. We drive the Spitfire everywhere competing with some of the most beautiful Spitfires in the country. The car is a keeper, but the friends are priceless.





Original carb set-up



Final carb set-up

We have had many people ask us why we went away from keeping the Spitfire all original. The reason the car is set up the way it looks today started before we acquired it, As I tell everyone the stripes were on it when we got it and we liked the the way it looked, It was the start of turning the car into whatever we wanted it to be.

I started with the engine, and some of the work had already been completed. It had a head-er, monza exhaust, and a cam. I installed new pistons, bearings, and had the head redone. I also went with electronic ignition, and installed a Weber sidedraft 40 Dcoe carburetor, electric fuel pump and Holley fuel regulator. I've never been worried about top end as much as I want to be able to get on the expressway without being run over.

I had to redo the paint after a 1980 full size van turned into me at a stop light. I couldn't match the paint exactly so I painted the car a slightly darker red while keeping the stripes. For the wheels I looked everywhere for something different and decided on wheel adapters changing the bolt pattern to 4 x 4-3/4 allowing me to use most Japanese wheels. I went with 14" rims and tires, it rides well and handles the corners nicely. I knew all along the top would be tan so I put a vinyl Robbins top on her. Installed new Interior door panels in biscuit with black carpet. The seats are autumn leaf now but starting to show some wear in the seams, I plan to install new biscuit seats and foam this winter.

I've always been a do it yourselfer and proud of the fact that I've never paid anyone to work on the Spitfire. Next up is a '66 GT6 Mk1! 🍷





Sizzling Hot Spit-Together in Indiana

By Shannon McArthur, Indiana

The 2010 Spit-Together in Terre Haute, Indiana was only 3 hours from us, so Doug and I decided to drive the Spitfire, even in the 100 degree heat. This summer has been a hot one. Even so, we set out top down, sunglasses on.

By the time we caught up with the crew at Bob and Sara Arnett's place on Friday night, the party

was in full swing and the tables were still heavy with the weight of the feast, plenty of fresh grilled sweet corn! After passing endless fields of corn, it was the star of the menu. We were happy to see a mix of Spitfire's that were new to us and many that are oh so familiar, a rainbow across the lawn. Everyone had beat us there.



Rainbow of Spitfires parked in the front yard.



Enjoying the cookout



Saturday morning we enjoyed breakfast at the host hotel and then we set off on the covered bridge tour that Howard and Ginny had mapped out for us. Hot. Hot. Hot. Much fun, very scenic, highlights included wading in a stream and some acrobatics by Richard Campi.

The gravel roads were harder on Doug than the Spitfire, not a single ping in the paint. We made one pit stop when there was vapor lock trouble with Richard and Susan's yellow Spitfire. I was sorry to hear that they had

to have it towed home later due to an axle problem.

We later learned that Richard Campi's final breakdown was due to the axle pin shearing and allowing the two parts of the axle shaft to slide apart. The TR mechanic that fixed it for Richard said he had never seen that happen in 30+ years of working on British cars. The mechanic also ran some new fuel lines along the firewall to increase the clearance and possible reduce the heat & vapor lock Richard was experiencing.



Headed slowly to a covered bridge on a gravel road



Richard & Susan's '75 Spitfire at McAllister's Bridge

FEATURE

The car wash at Show Me's was a success, the girls were enthusiastic and friendly and really concerned about doing a great job on the cars. Especially when they heard that there was the possibility of a cover shot for the Spitfire & GT6 magazine. I slid inside Show-Me's after reminding Doug that he had better tip well. Several of the guys stayed outside to watch their cars get washed. They said they were concerned for their paint jobs... yeah, sure! I think they were just enjoying the view, as did many passing motorists that slowed and honked as they passed by. Doug told me that the girls asked why so many people were honking and he told them it must have been because they liked the cars!



Julie & Hayley doing a great job



Julie, Doug McArthur & Hayley



Ginny & Howard with the anniversary cake



The gang enjoying good food, spirits & company

Inside Show Me's we enjoyed toasting 10 years of NASS Spit-Togethers as well as Howard and Ginny Baugues' wedding anniversary of 12 years. We were delighted to celebrate with them. They had a cake to share with everyone. It was a photo cake, with a photo of Ginny & Howard with their Spitfire posed with Rudy Frasca's 1946 Spitfire plane. The cake had written Happy Anniversary 10/12.

While visiting with the group, we met a lovely couple from Terre Haute who had just become NASS members. During dinner Doug took some razzing from the group over some photos Howard had taken outside. In the photos Doug had the body language of someone who knew his wife was going to see them. Fun. Fun. Fun, didn't want to say goodnight. "Slot car raced" back to the hotel later in our very clean Spitfire (as seen on cover).



Show Day! New member Chris, from Louisville brought square donuts that are famous in Terre Haute. It was the first NASS show that was not a "show within a show." Beautiful setting and a perfect day. We were lined up between Dale and Stephanie Ballard's French blue '71 Spitfire and A.C. and Bev Tillman's orange '79 Spitfire. Not usually the best spot for us, but fortunately we were all in separate classes. We each won 1st place in our class. It was wonderful not to be in competition with these Spitfires. This has been a good year for our car. We suspect it is the newly chromed bumpers. So shiny. Maybe the stripes? We love the overdrive!

During the show door prizes were awarded by random ticket drawing, and a 50/50 raffle was also held. Doug and I won a Socket Logic socket organizing tray that was donated from the designer that lived in Terre Haute.

Stephanie & Dale Ballard from Kentucky were really lucky with prizes at this show. Stephanie won \$50 from the 50/50 drawing, and Dale won the grand door prize of a Hewlett Packard wireless copier/printer/scanner.

A big thanks to all of the people who worked to make this Spit-Together a wonderful experience. A special thanks to Bob & Sara Arnett, and Howard & Ginny Baugues. 🍷



Other Triumphs class - TR6 & TR3



Vapor Lock!! by Richard Campi, Indiana

This unhappy and stranded condition is listed in the *Spitfire & GT6 Magazine* issue #35 on pg. 25 –26 of the July 2010 issue as #3 of “*The Top 10 Things That go Wrong With Spitfires...and What to Do About Them.*” “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.”

“In the Spitfire, the fuel line follows the chassis up the left side of the car to the mechanical 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 goes to the carburetor(s) which are directly above the exhaust manifold or headers.”

The above two paragraphs are from the article and applied to my Spitfire with a vengeance during the past two very hot months here in Indiana. With increasing percentage of ethanol in the gas with least cost gasoline, there is a lowered boiling point of the gasoline and at the carburetor the vapor gaps that the great heat creates stalls the engine and makes instant potential dangers depending on the location and traffic conditions, etc.

On June 5, 2010, Susan and I were headed back home from the Louisville (KY) Car Show and turned off I 65 at Scottsburg to meet and have dinner with her son. I filled up the Spit with gas and immediately after it lost power and coasted to the side of the overpass of I 65. After trying for about 45 minutes, to restart, with great frustration, we used her cell phone to call a “flat bed” truck to take us 96 miles back to Indy.

As soon as it was unloaded from the truck in front of our garage, I started it right up. It had been a very hot day and the cooling time on the truck renewed it. I drove the Spit a few short jaunts in Indy before we went to the London to Brighton Run with other Triumphs and MG’s on July 17. We cruised through the day and went back to Indy that night.



On Sunday, July 18, we left quite early for the Cincinnati (OH) Car Show with no motor trouble. In the evening, we made a short stop for dinner and headed back to Indy. We stopped off I 74 for gas. Like the week before, it started, stalled, and then refused to start on the ramp going north. Again we called for a flat bed. This time we waited about an hour and a half watching beautiful cloud formations with the sunset and Susan always has a book to read. Eventually we were motored 63 miles home. Once again, it started right up in front of our garage!

One would think that I would learn something by this time, but maybe not! I haven’t had this problem for the first 180K in the LBC. But as the article by David West of Florida has written, “Everything that can break has broken.” In my case, it is thirty-five years that I have owned my Spitfire, because I bought it new. Disaster strikes “at what is usually the worst possible time” with amazing and varied frequency. This has been in varying degrees a LOVE/HATE relationship with this beautiful Little British Car. (Love when things are running well!)

Our next planned outing was the July 23, 24, 25 NASS (North American Spitfire Squadron) Wabash Valley Spit Together in Terre Haute, IN. I thought that I would be with others who might be able to aid me in this dilemma of stall and no restart. We started out on Friday afternoon, July 23, driving across I 70, planning to get to Bob and Sara Arnett’s house in Terre Haute for a cook out to begin the weekend festivities. The past “vapor lock” experiences happened after we had stopped for gas (hot engine on a hot day) I thought that I could make it OK to Terre Haute, which is one hour from our house.

Not OK!!! The day was very hot. The traffic was very heavy with many semi trucks. We had gone only 37.2 miles when we lost power and luckily made off to the shoulder before a semi (blowing its horn) played bumper car with us.

Again we called our motoring plan. This time we had the top up, but sweltered for 90 plus minutes on that bright and very hot day. A state policeman stopped by and offered \$5.00 for the car then talked a while before his final offer of \$10, which Susan accepted.



I just looked at him. We finally got a flat bed truck to take up to Bob Arnett's home in Terre Haute. Naturally, the car started after disembarking in his driveway. Bob rerouted the fuel line to the carburetor somewhat and we hoped for the best.

We drove to a hotel and I topped off the gas the next day during the Covered Bridge tour of Parke County Indiana. I put 2.2 gallons of the Premium gas that I hoped might help the stalling. Later that day a least four times during the heat of the day the Spit stalled. Each time we poured cold water (making much steam!) onto the carburetor, engine block, gas line, and manifold and each time it started up and ran until the next stop.

I've driven this car like the sports car it was meant to be, and I love to take corners very well at the best speeds that it could handle. Before vapor lock could next come upon this Spitfire, "Failure #7" from David West's article occurred. The half-shaft separated itself from the differential. It was the "pin" holds the half-shaft together that sheared off and ground us to a halt again! During the last two corners of this curvy road tour, I heard a bad grinding sound. It came from the right rear with a slight fishtail action and finally a very loud grinding noise and slight smoking. Luckily, we were not going very fast. This time we got shafted, not half shafted! Our Spitfire friends helped push the dead car off the road into a shady driveway. Susan again called the motoring plan, but they could find not flatbed in the area. We called 911 and they sent us a truck, which would arrive an hour and a half later to pick us up. We detoured by the hotel to pick up our stuff then headed directly to Dan Miller's garage in Indy—96 miles. I was fortunate that Lee's Double D Towing out of Rockville would go this far! Then we were fortunate that Dan was home and took us the rest of the way to our house. This time it cost more than the allowed amount and we had to pay part of the fee. We are lucky that the insurance hasn't cancelled us yet.

I must say that I have found many opinions as to whether or not any of what we endured was vapor lock. TR-Restore is the place that I am putting my eggs, for the most part, in the basket! Dan Miller



Pouring cold water on top of the carb.

installed a longer rerouted 5/16" fuel line hose and reinstalled the half shaft. I shall soon add an electric fuel pump, but I have attempted to keep the motor as original as possible. I'll hide the pump in the trunk and block off the original mechanical pump, but keep it with the engine for looks. I know that there shall always be many more things to surprise us while driving our LBC's. The ADVENTURE continues—I don't plan to let go of this car. On my birthday, August 7, 2010, I drove to the Dayton Ohio British Car Show and the car survived. Susan has had enough of the old cars and sitting by the road for a while, so I took a friend with me. The Spit did threaten to stall several times on the hot journey home, but I didn't stop and we made it back to my garage. Who knows what's next???



The Spitfire's MPG is great this way, but the DPM (dollars per mile) is not so good!

Rust Removal

by Jeff Terrio, New Hampshire

You won't find any earth shattering original ideas for getting rid of rust in this article. My goal here was simply trying to get as many processes as I could in one write-up and share my experiences with each one. The Electrolysis process is very cool though, be sure to check it out.

Sand Blasting

This is probably the most common method especially on large items. I have had good luck with a pressurized tank sand blaster on things like the frame and wheels. You can also get fair results from a siphon type sand blaster if the rust isn't too bad. Both of these processes are quite messy and the media goes everywhere. You will



no doubt be picking it out of your shorts for a week. You can set up a temporary booth and reclaim a good portion of the media when working with smaller items but it's a little tough on a frame. As for media, I just use Black Beauty. One caution though, at the local NAPA auto they would sell me a 50# bag for \$8.75. At the local brick yard I purchased a 100# bag for \$6.00. And yes,



I'm old and my memory isn't what it used to be, but no, I didn't transpose the numbers.

For smaller parts the bead blast cabinet works nicely. Mine is a bench top model which accommodated all the front end suspension parts. The free standing unit will handle a lot larger parts like wheels but it takes up more real estate in the shop. I put the bench top unit on a wheel around bench for convenience. I prefer to use it outdoors because the pressure going into the cabinet forces a lot of dust out around the vent and lid, especially once the media becomes dirty. Don't plan on being able to see what you're doing either. The tear off windows get hazed pretty quick and the dust fills the cabinet as well. I usually go by feel, check the work and touch up as needed. Below are photos of the unit and a before and after sample. If you spend the money for Glass Bead media, it will do a nice job cleaning up aluminum parts as well.

Sand blasting with any of the methods above uses a lot of air. You need to be mindful of the duty cycle of your air compressor. I like to give mine a break when doing a lot of blasting. And I get a break as well.

Keep in mind that the blast cabinet is just a siphon unit in a box. If you don't mind the mess, you can get the same results from a \$15 Harbor Freight unit and you can blast larger items.

Chemical Removal



Some thing new I picked up from one of the message boards was the use of CLR to remove rust. CLR is readily available at hardware and department stores. It's the Calcium, Lime, and Rust remover advertised on TV. Anyway, the stuff works great for removing rust from hardware and small items. The first thing I tried it on was the manual choke bracket on my Weber DGV. I was so impressed, I started putting all my hardware into a cup of it. It will start foaming as it works and stops when it's done. I still run some pieces over the wire wheel but for the most part the stuff cleans up well. If you leave it in too long, it gets a black film on the parts but generally cleans right up. Another similar source is from Rubbermaid, found at Wal-Mart, that works equally as well as CLR.

White Vinegar was also touted to remove rust so I am tried that as well. It seemed to work equally as well but requires more time. The CLR products worked overnight where the vinegar required 2-3 nights. The vinegar, however, is the least expensive of the three products tried.



The photo above shows the before and after results representative of the CLR products.

Electrolysis Removal

This is a pretty cool process for medium sized pieces. My first attempt at this was with the mounting brackets for the alternator/air pump. The process itself is pretty well defined in an article at <http://www.davidbradley.net/ERR.html> which also has links to other sites with good information.



Above is a photo showing the setup I used. This setup is relatively crude as it was just thrown together to experiment with the process. It's a 5 gallon bucket with 4 pieces of reinforcing rod (anodes) around the inside of the bucket. I wired them together and connected the positive lead of my battery charger to them. An eye bolt goes through the wood and the parts hang from it by a wire and the negative lead is clipped to the nut. For the electrolyte solution, I used swimming pool PH+ in place of the Washing Soda mentioned in the other articles. Sodium Carbonate is Sodium Carbonate and the PH+ is readily available at your local pool and spa shop. Once again, this process bubbles as it works and when the bubbles stop, it's done. After using the unit for a while, I found it necessary to clean the anodes in order to get the current up enough to efficiently do the job.

Caution this process produces Hydrogen Gas as it works, much like a charging battery. Keep this in mind when it is operating. Also, avoid having your part contact the anode pieces. Although the blue sparks are real pretty in the solution, it can be hard on the battery charger.



The above photo shows the mounting brackets I ran through the process. Basically, I just hung them as you see them by a piece of wire in the solution. As you can see, they came out pretty nice when compared to the piece next to them which represents the way they looked before.



The brake drums above took very little time to clean up, probably three hours. I have been finding that after the process stops the parts still look rusty until they are cleaned off. I have been using water and a Scotch-Brite pad to remove the residue. I let the springs cook for a longer period of time. The residue made them look like they weren't finished.

At some point, I would like to build a larger unit and try some wire wheels that are hanging around the shop.

Mechanical Removal

I feel that I really shouldn't leave out the old standby, the wire brush. Some parts you just might not want to dip in liquid or expose to the grit of a sandblaster. A complete engine or rear end assembly comes to mind. I have had real good luck using wire brushes designed for the electric drill. Below is a photo of an assortment that cost me \$1 apiece. I prepped several parts for painting using wire brushes and the spraying them down with Brake-Clean during my 76 project. Three years later, the paint is still holding up nicely. 🇺🇸



Frame Restoration

by Edward J Morgan, California

So, you know you are a gear head if... I actually started out to do a suspension rebuild on my 1965 Spitfire, and ended up doing a body off restoration. Funny how that happens! You start taking things apart, and you just don't seem to be able to stop...just fix one more thing, and bingo, all of a sudden, everything is taken apart.

As you can see in photo 1, my frame and suspension were pretty dirty, not a lot of rust, just grease and grime. I stripped the frame, had it media blasted, and powder coated red. While I was at it, I also purchased a set of lowered performance springs, new brakes, and powder coated the A-arms, and brake shields. I also powder coated the rear suspension components, red, to match the frame. You see, my Spitfire is white, with a red racing stripe, and red interior. The red frame and components will look great in combination with the original white body with red stripe.



I then purchased new shocks, going with gas-a-just for the front, and corvette shocks for the rear, to allow air height adjustments. I then ordered some poly buttons via the internet, and rebuilt the rear spring. All this rebuilding called for poly bushing all around, so I acquired and installed poly bushings in all the suspension pieces. The poly bushings are a lot easier to install than the old rubber ones. My only concern was, with all the powder coating, things sure fit a lot tighter than before! A little silicon spray helped squeak the new pieces into position.

As you can see from photo 2, she came out a thing of beauty. So the answer is, you know you're a gear head if you think a new suspension, and powder coated frame qualify as a piece of art. I certainly do!

Next on the agenda is to repaint the body, rebuild the engine and transmission, run new brake lines, complete the interior, and install a modified wiring harness. Just a few things to do and I am sure I will think of it as a new piece of art work, every time I complete a new project. 🍷



Controlling that Squirt

by Andy Prevelig

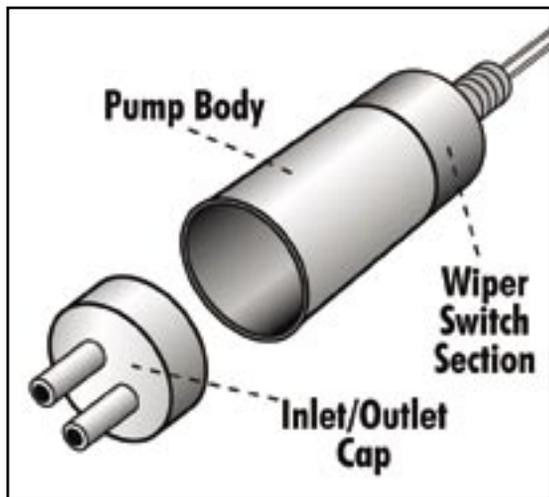
When we bought our second Spitfire, a 1976 1500, I had wanted another Spitfire to set up for autocross-rollcage, racing seat...that works. But when my wife Rachel took it for a spin she fell in love with it, so we are fixing it up as a daily driver for her. The car is in pretty good shape, but there are a few things that need attention.

The windscreen wipers didn't work, and fixing that was simply a task of rewiring the circuit. The windscreen washer was another matter. This is a common problem in vintage cars that use a rubber bellows integral with the wiper switch to pump the fluid. The rubber deteriorates and at best you get a weak or non-existent stream to your windscreen, at worst you get wet knees or shorted wires behind your dashboard. Even if the bellow functions properly, you have to pump and pump in little squirts to get enough fluid to your windscreen to do much good-which is especially frustrating during our lovebug season.

The answer is...one of those electric washer kits available through many auto parts stores and catalogs. They are reasonably priced and simple to install, although you may have to be creative to find a spot for the reservoir under the bonnet. We are by no means "purists" about our vintage cars, but I really didn't like the idea of adding an underdash switch to control the new washer pump. It would be much better if the switch could be incorporated into the original bellows/wiper switch.

The method I used can easily be adapted to most vintage cars that use an integral rubber bellow/wiper switch. After installing the reservoir, electric pump and its associated tubing, run the pump wires through the firewall in proximity to the old wiper switch. On the early 1500, the old unit has a two-speed switch that is operated by turning the wiper control knob, while pushing the knob in operated the rubber bellows-pump (when it was working).

First, remove the old switch unit by depressing the recessed detent on the bottom of the knob shaft with a very small screwdriver, then unscrew the collar and extract the switch out the back of the dashboard. On both our Spitfires and our MGB the bellows system is the same - pushing the knob squeezes the bellows which pumps the fluid out into the washer tubing, and releasing the knob allows the bellows to expand again, sucking more fluid from the reservoir through



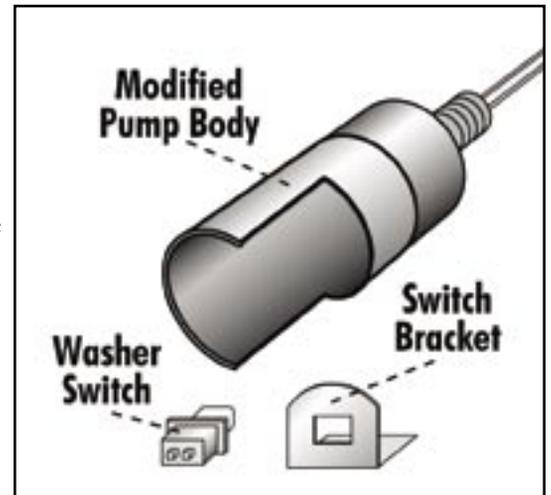
the one-way valve. The valves are part of the end-cap at the rear of the switch unit. On the Spitfire, this inlet/outlet cap is merely a press-fit into the unit and can be easily pulled out with pliers.

With the cap removed you will see the rubber bellows (or what's left of it)... remove and discard it. The shaft is square (to allow turning it to move the wiper switch) and slides in and out through the switch to pump the bellows. The inner end of the shaft has a wide, flat flange or disk, used to compress the old bellows - this is what will activate your new washer switch.

Examine the under-dash bracket that came with your washer kit. This is usually a simple angle bracket with a cut-out for the push-button switch in one side and a mounting hole in the other. In my case the bracket already had the switch side rounded off. You may have to round off the corners if your bracket is different. The object is to make it fit inside the old pump cylinder.

Cut a section out of the pump cylinder with a hacksaw blade as shown in graphic. To make the right cut, check the shaft movement when you push it in and note the length of travel. You can error quite a bit and still wind up with a working unit since the new electric push-switch requires a lot less shaft travel than the old bellows did.

With a section cut out from the cylinder, insert the push-switch into the bracket and hold the bracket in place by hand while you test it by pushing the shaft and feeling for the resistance of the switch as the shaft depresses it. Adjust the



bracket position if necessary, and then mark where the bracket lies against the cylinder side. Next, use a small metal screw or pop-riev to attach the bracket permanently to the cylinder. (If you use sheet metal screw, be sure it doesn't protrude inside the cylinder too much or it will restrict the movement of the shaft.)

Now it's time to wire the push-switch as shown in your kit instructions. It's a good idea to not connect the ground wire just yet, because you have to push the knob back on during the mounting of the cylinder unit, and you don't want the washer motor running without fluid in the reservoir. I like to use "liquid electrical tape" (an aircure latex meant for insulating and putting a dip coating on tool handles) on my electrical connections since it is easier to apply in tight spots and ages well, with no tendency to unwrap as standard electrician's tape eventually does.

Remount the cylinder unit back in the dash, screwing on the collar and pushing the knob on until it seats on the detent. Now connect the ground in your circuit, fill the reservoir with washer fluid and try'er out. Instead of the little squirts you used to get by pumping the knob, you now should have steady streams to wash away those lovebugs.

And your new washer switch is push-operated by the wiper knob, as the original was, all hidden behind your dash, not hanging beneath it! ☺

Headlight Alarm

by Andy Prevelig

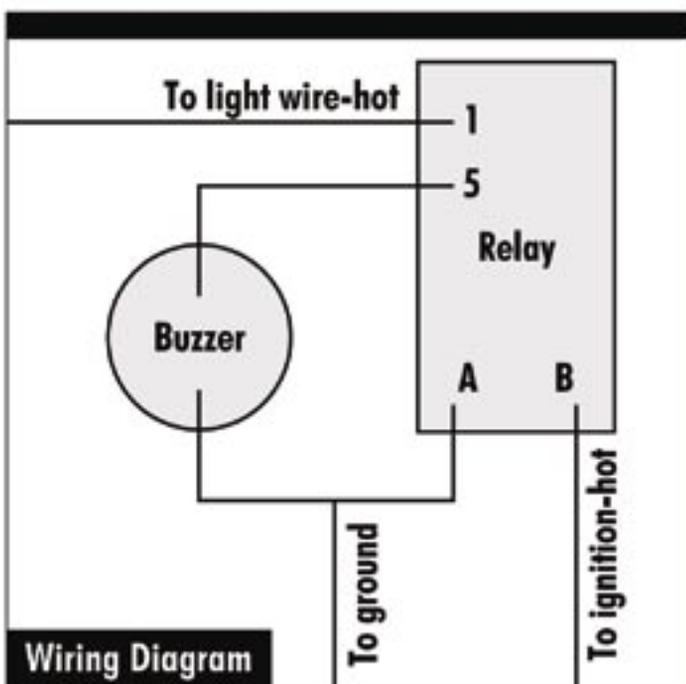
Hey... You Left Your Lights On!

It's embarrassing when you hear that, but even worse if you go to start your Spitfire or GT6 to find your battery dead because it had been feeding Lucas for the past several hours. One of the few true conveniences in modern automobiles is the warning buzzer to remind you to turn off your headlights. You can have this convenience in your LBC with the following circuit.

The circuit is relatively easy to make and install, with only two components and three connections, and will prevent oversight from becoming a "draining" experience. It can be added to any car with a twelve volt system. The components are readily available at your local Radio Shack and are small enough to fit even behind a Spitfire dashboard, although location can be any place where you will be able to hear the buzzer.

The circuit was designed incorporating a very simple logic:

LIGHTS	IGNITION	= BUZZER
OFF	OFF	OFF
OFF	ON	OFF
ON	ON	OFF
ON	OFF	ON



We will hook the buzzer circuit to one of the parking light wires. This is because those lights are on whenever the headlights are on. (If we used one of the headlight wires, we would have to choose between low or high beam, and the buzzer would only work on that beam.)



You will need a piezo buzzer (Radio Shack part # 273-068 or #273-080) and a relay (Radio Shack part #275-218). As in the diagram, wire the plus terminal of the buzzer to contact number 5 on the relay. A wire from the hot side of your parking light goes to the relay contact number 1. On this relay, contacts 1 and 5 are "normally closed"...that is, with the relay off, power can flow in 1 and out 5 to the buzzer. Contacts A and B energize the relay coil.

Wire B to an ignition-hot circuit... anywhere that only gets current when the ignition is on. Wire relay contact A and a negative terminal on the buzzer to a good ground.

This buzzer gives you a choice of either a steady beep or a pulsing beep. To select the steady beep, connect the 'steady' and 'pulse' negative terminals together.

Mounting the two components in a small plastic case will prevent shorting out one of the contacts. The buzzer has a threaded mounting ring for a 1 1/8" hole.

To test, start your car and turn the lights on. No buzzer sounds because the ignition current is holding contacts 1 and 5 open. Now when you cut the ignition, 1 and 5 close and the buzzer will sound until the lights are turned off. ☺



READERS STORY

The Spitfire Fit

by Jim Ely, Pennsylvania

In the mid-1980's I worked at a small used-car dealer in Langhorne, PA as a bodyman. On Saturday, however, EVERY employee did EVERY job, since busloads of people were in the area from New York shopping for cars (There were several dozen new and independent used car dealers within a couple mile stretch of highway). We would sell more cars on Saturday than the rest of the week combined. Whoever was available at the time did whatever was needed.

At one point we had a later-model Spitfire on the lot. The standard practice on a test-drive was for the employee to demonstrate the car (Not that I knew squat about many of them!), then change seats with the customer. One day, I happened to draw a customer who



the customer on the passenger side with my legs up against the dashboard. It came out OK in the end - he loved the car and paid full price!

was interested in the Spit. I got in the car, depressed the clutch and fired it up, once I closed the door, however, I found my left leg was pinned between the clutch pedal, the door, and the steering wheel! I wound up breaking company rules and let drive the whole time while I sat

There are other little cars I can't drive for the same reason, mostly small sports cars like the Spitfire. I can't even get the door of a Fiat X1-9 closed at all. Later on I worked as the delivery manager/used car detailer at a Chevy agency, and never failed to get laughs when I had to move a stick-shift Chevette. I had to hold the door as close to closed as possible with my left hand while steering AND shifting with my right! 🤪



This isn't the Spitfire that Jim sold for the dealer, but it bares a close resemblance!

Can You Find The Spitfire

by Shane Hunt, Chattanooga, Tennessee

Hope I'm not too late for the garage pics edition.
How many vehicles are in my garage? And can you find the Spitfire?



Answer five vehicles and Spitfire is red w/top down. 🤖

Suspended

by Tom Greever, Aurora, Illinois

The front end of my 1969 GT6+ is suspended from the 2x4 rafters/joists in my one car garage. The backend was similarly lifted off the frame like the front end, but then I slid the 2x4 underneath and set it on top of the sawhorses. Worked great! But the sawhorses still weren't quite tall enough for me to roll the frame out from underneath and I had to let most of the air out of the tires until it cleared. 🤖



WHAT'S IN YOUR GARAGE

My Garagemahal *by Brian Donovan, Hanover, Massachusetts*



I built my garage 6 years ago specifically for my hobby of amateur car restoration. The 1971 Spitfire came in the garage 2 years ago and 1 year later we're driving it around having a blast. I only paid \$900 for the Spit and only put another \$1500 in it doing most of the work myself.

My garagemahal / man town is a shrine for the little Spit. It is the only occupant and is has plenty of room to roam in there. The garage is only 28'x30' but only a Spitfire, some tools and a busted

up Honda are all that occupy it.... not entirely true, there are tons of parts from other projects that have come and gone and ended up on my shelf or wall or tool box.

My father and I like to work on the cars together and watch the game too, (there are also 2 refrigerators for some adult beverages). The fun is working on the older cars, when it is time to do brakes or oil changes or something on the new cars, it seems too much like work. We get it done though and we have a great time in the garage. 🍷



Back in the Hobby Again

by Andy Stark, O'Fallon, Missouri

Here are some pics of a 79 Spit I just restored in my garage. I tried to make this car look as original as possible. I am finding that the rubber bumper cars are getting kind of rare due to folks

converting them to chrome bumpers. So I thought I would leave this one looking as stock at possible, except for the engine. I had to add a bit of horsepower. She is very warmed over on the inside.

I have been out of the hobby for a few years while raising kids and this is the first car I have restored for myself since I built my GT6 racer in 2000. It is great to get back into the hobby again. 🇺🇸



British Motorcar Gathering, Hellertown, Pennsylvania

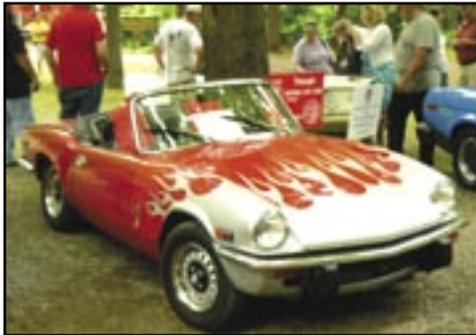
June 13, 2010, by Bob Spruck, MotorMouth South

The Keystone Region MG Club located in eastern Pennsylvania's Lehigh Valley is a very active car club. Events, both on the road and in their meeting places, fill their schedule throughout the year. And members are not limited to MG owners, as all British marques are welcome. Their biggest event each year is their British Motorcar Gathering at Reservoir Park in Hellertown, just south of Bethlehem. This year's event, the seventeenth annual show, was held on Sunday, June 13th. The weather cooperated for the most part (after all, these are British cars) with a light sprinkle as a warning to a huge but short downpour, the venue was extremely well suited for a car show, the cars themselves were spectacular, the food and music (yes, music) were a nice touch, and the car owners and spectators all seemed to be having a good time.

About a dozen Spitfires and GT6s were displayed amongst the other Triumph models. In addition to the usual fine, shiny examples, two stood out for their unique paint schemes. Richie Voloshin's 1978 Spitfire was trimmed out to look like a Spitfire fighter plane

from WWII, including camouflage paint, British Air Corps roundels, and authentic looking unit identification numbers. They may not have represented an actual unit, but they were clever nonetheless. The car prompted many chuckles and comments from spectators. Simon Sharp took a little different direction with his '72 Spitfire, adding flames to the front end in the manner of then current hot rods. Two of the more beautiful GT6s were a red one belonging to Betty Bodenweisen and a matching green one belonging to her husband, Seve. They were marked "His" and "Hers" and again brought chuckles at first but then comments about the superb condition and preparation.

Lots of thanks should go to co-chairmen Terry Allen and Mike Jones and the other club members who planned and worked the show. Twenty sponsors contributed time, money, and effort as well as literature and trinkets in the jam-packed registration bags. Check out the Club's website at www.keystonemg.com for photos and details. 📷



▲ Simon Sharp's 1972 Spitfire MkIV



▲ Richie Voloshin's 1978 Spitfire 1500



▲ Ed Matten's 1975 Spitfire 1500



▲ Brent Morgan's 1978 Spitfire 1500



▲ Don Rorich's 1973 Spitfire 1500



▲ Michael Wolk's 1978 Spitfire 1500



▲ Mike Hoinowski's 1967 Herald



▲ Betty & Seve Bodenweisen's 1967 GT6s



▲ The Spitfire area of the show

1st All British Car Show, British Run in the Sun

East Wenatchee, Washington, August 21, 2010 by Darrell DeHart

Several months prior to Saturday, August 21, 2010, the city of E. Wenatchee had sent numerous pamphlets out to the British sports car fans. The group from Eastmont Parks & Recreation were even in attendance at our biggest British car show, the Western Washington All British Field Meet that was held at Bellevue, Washington in July of this year.

Our local club, the Yakima Valley Sports Car club had 6 members attend with our Triumph's, MG's and Land Rovers. We were greeted with a slight break in the hot weather with an overcast sky. The show was held in a neighborhood park called Tedford Park. We had a beautiful setting, lots of big shade trees with picnic tables and with 51 cars in attendance; we had a nice attendance for a first time event. We had cars from Eastern Washington, Western Washington and British Columbia.

Due to small attendance, the Triumph's and MG's were put into two combine classes, early and late along with the Jaguar's and then a specialty class. It was hard for us Spitfire's to compete against TR-3's and TR-6's, but it was all in the enjoyment of owning a British sports car. The quality of the cars was excellent with some very rare cars such as the 1962 Sunbeam Harrington Le Mans coupe that was

featured in the 60's magazines and actually raced by the factory team at Le Mans.

The Jaguar XK-140's were of Concours qualities; beautiful cars and colors. First time I got to see a color called Cotsworth Blue on the winning Jag XK-140.

We met some very nice Spitfire owners, displayed my Spitfire & GT-6 tee-shirt proudly. Especially since we had 3 red Spitfires there. We traded names, cell numbers and email addresses, bought verbally we each other parts, like an original luggage rack, sun visors and other items. Exchanged mechanical questions, like my Royal Blue Spitfire with a 1500 engine, how I liked the overdrive, how difficult was it to install the roll bars. All in all, great time, great weather and numerous new friends and links.

Sports car people have a special bond between each other. The parks group were so happy with the results that they had given all of us a sheet of fill out as to what they could do better for next year. Interesting note, this event started out as the All British Car & Truck Show. Not one truck showed up; maybe truckers don't like sports cars or something like that. I know we will have more members from our club going next year. The Wenatchee area next to the Cascade mountains and Columbia River is a gorgeous place to have a car show. It was like bringing Western and Eastern Washington together.

Two of our members with the Land Rovers went back home to Yakima going over a dirt (rocky) mountain road called Coluckum Pass (5373 ft.) which is the highest pass in the state. It took them over 2 hours to go 70 miles. One of the Land Rovers was our club president that told us the vehicle behind them taped it and was putting it on You Tube. Coluckum Pass goes between Wenatchee and Ellensburg (Kittitas) Washington. I guess the view at the top was indescribable. ☺



Western Washington All British Field Meet

Bellevue, Washington, July 24, 2010, by Aaron Hendrix, Oregon

The Puget Sound British Automotive Society hosts the Western Washington All British Field Meet, a Car Show and Swap Meet for British Cars and Motorcycles. The All British Field Meet was held in Bellevue, Washington on July 24, 2010. This was the 22nd Annual All British Field Meet and was Western Washington's largest British Car Show & Swap Meet. It was held on the scenic grounds of Bellevue College. (formerly known as Bellevue Community College). In addition to the display of cars by Marque, there was a Salute to Mini, new and classic.

The show offered something for everyone, with over 600 entrants, from daily drivers to complete restorations. There were trophies given for each class, plus Best of Show Award. There was also a very large Swap Meet and Car for Sale area.

Class winners:

TR-06 Triumph - Spitfire Mk I, II, III, IV, 1500

First place- Carmine 1980 Triumph Spitfire owned by William Pitt

of Renton, Washington. Second place- Red 1967 Triumph Spitfire Mk III owned by Terry Howells of Tacoma, Washington. Third place- Green 1980 Triumph Spitfire 1500 owned by Jan Rucker of Kirkland, Washington.

TR-07 Triumph - GT6, GT6+, GT6 MK3

First place- Green 1969 Triumph GT6+ owned by John Zimmermann of Lynnwood, Washington. Second place- Jasmine 1970 Triumph GT6+ owned by Dan Stewart of Renton, Washington.

Third place- Red 1969 Triumph GT6+ owned by David Schidele of Mukilteo, Washington.

TR-09 Triumph - Other

First place- Blue/White 1961 Standard 10 owned by Walt Fogle of Woodinville, Washington. Second place- Black/White 1965 Triumph Herald owned by Evan Pierce of Renton, Washington. Third place- White 1966 Triumph Sports 1200 owned by Sam Bass of Everett, Washington. ☺



▼ Row of 3 1500s. Mine is the brown on the far left. I bought it a few weeks ago, changed the oil and took it on a 2000 mile road trip. Got back on Monday, washed it, and drove it about 150 miles to the All British Meet. All the other cars were nicer but then again none were used as much as mine!



▲ Good angle, bad lighting

▲ Pit stop. Refueled the machine, now must refuel the driver!



◀▶ Electric conversion on a 1500 at the ABFM



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???

SpiTfire the Trike



An ST1100 mated with a VW front end.

Cool concept 3 wheel Trike, originally seen many years ago in **Popular Mechanics** as a Trike Kit Plan. It is a motorcycle with 3 wheels. This one drives like a car using a VW front axle w/2 wheels up front and a motorcycle behind for the rear wheel. Much better stability and drivability than typical 1 wheel front, 2 wheels rear design. Since the plans showed up in

Popular Mechanics many have been built by individuals around the country. Each has its own creative touch, body work design and enhancements.

Honda ST 1100 owners typically come up with names for their motorcycles using S & T in part of the name. For the last few years this ST Trike has been known as "**SpiTfire The Trike**".

It is priced for quick sale. ST1100 the "**SpiTfire Trike**", the first \$4,999.00 drives it home. 🏍️



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: 1979 Spitfire 1500

Hardtop convertible. 29K Original Miles. Brown with black checkerboard seats. Car runs well. Has slight exhaust leak.
Will sell for best reasonable offer.
Brian Madigan, Northern New Jersey
201-650-5678

brianmadigan34@embarqmail.com



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 razorbobsr@aol.com

CARS FOR SALE



FOR SALE: 1980 Spitfire 1500

Rebuilt engine. Weber. Suspension, exhaust upgrades. Built to run. Only used in shows and parades. Over \$14,000 invested. Reasonable offers considered.
Bud Garrett, Waldport, Oregon
541-563-8070 budgarrett@peak.org

FOR SALE: 1974 Spitfire 1500

I have done a lot of work on this car and have put many new parts on it. It has a hard top, Weber carbs, new tires, plus other parts. It was inspected and on the road. Asking \$2800. Please email for more info
Jeff Baker, Wellsboro, Pennsylvania
bakiebake@frontiernet.net

FOR SALE: GT6

I inherited this project car and it appears to be a GT6 but not sure what year. Late 60's/early 70's. Can email pictures to anyone interested. Engine looks new. Needs restoration. Any reasonable offer considered.
Sue Walter, near Martinsville, Virginia
804-296-0431 walter.sue@gmail.com

FOR SALE: 1970 Spitfire Mk3

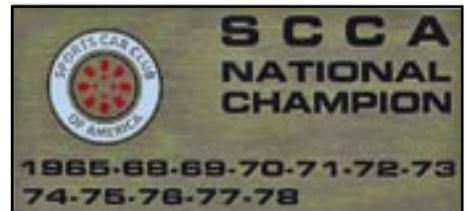
Rare Spitfire. Red paint is only 4 yrs old. Dual Webers, Header, Overdrive, Rollbar, New Tires [205-60-13], New-Battery, Carpet, Exhaust, etc. 2-Engines. A lot more stuff. \$11,500.00 OBO
Marty, Chillwack, British Columbia
604-557-6968 robinc@auto-recycling.com

PARTS FOR SALE



FOR SALE: 1964 Spitfire Parts

1964 Triumph Spitfire body for sale. Doors: driver and passenger. Bumpers: front and rear. Chrome in good condition. Stock steel rims. Convertible soft top has no damage. Body in decent condition; some dents, some rust. Negotiable.
Questions are welcomed.
Mark Breland, Bogalusa, Louisiana
985-750-6927 markbreland9299@yahoo.com



FOR SALE: SCCA National Champion 1965 - 1978 Dash Plaques

The correct dash plaques for later Spitfires! Exact duplication of original later year plaques: 0.03 inch brass, 3.25 by 1.5 inch. An internet search for "SCCA dash plaque differences" compares earlier and later plaques. Satisfaction guaranteed! \$17 each shipped.
Dan Porter, Poquoson, Virginia
757-868-0667
PorterHouse105@verizon.net

OTHER FOR SALE



FOR SALE: 16 ft Flatbed Trailer

Converted horse trailer to low-rider trailer. 6 ft between fenders. Fold down ramps, tandem axles. Marker & taillights. 5/4 Poplar decking. Need to sell. More photos available. \$400 OBO
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