

*for enthusiasts by enthusiasts*

# SPITFIRE & GT6

Featuring Spitfire, GT6, Herald, Vitesse and other Tri

M A G A Z I N E

Issue #39

## *features*

◆ ***Two Survivors Together***

◆ ***A Triumph Tribute***

◆ ***A Big Triumph***

◆ ***Tech: Renewed Parcel Tray***

◆ ***Clubs: Inspiration***

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This summer my high school graduating class (class of 1977) held a 34th reunion of our graduation. When my wife and I got there I thought for a minute that I might have been in the wrong place, as there were so many gray-haired and bald/thin-haired people standing around. I didn't remember going to school with a bunch of people that old, fifty-plus... Some faces were recognizable, and others were not. A few had changed little, and others had changed enough we would ask others who they were before approaching.

You might wonder why we met for a 34<sup>th</sup> rather than a 30<sup>th</sup> or 35<sup>th</sup>. Some former classmates started planning for the 35<sup>th</sup> reunion and decided we could use a practice meet, or at least it sounded like a good excuse, so about 40 of us got together on a hot summer evening for a cookout/carry-in complete with a live rock band. Some of us had not seen each other since the 10th or 20th reunions, and there were some that had not connected since we left the hallowed halls of West Vigo High School back in 1977.

We spent the evening sharing stories of our lives since high school and laughing over old yearbooks that were filled with photos of disco era graduates. Yes, the hair, the leisure suits and all, were part of our younger lives. We had a great time, even though the temperature and humidity both hovered in the nineties.

When we were moving from high school into college or the working world, Triumphs were still being manufactured and sold by new car dealers. Sadly, I do not remember anyone at high school owning a Triumph. In our area, the American Big Three were the major suppliers of our transportation. If only I knew then what I know now about these wonderful cars, I might have owned a Spitfire straight from the dealer and been an owner since new! But hindsight is much better than foresight, but at least I have had my Spitfire for 11 years of enjoyment thus far, and hope to have it for many more.

My apologies for being a month late with this issue; I would blame my wife, but the delay was beyond her control as well. About mid-July my wife had a heart attack and then spent most of a month in and out of the hospital, receiving two new stents, a variety of medicine changes, and finally a Defibrillator/Pacemaker. I did check, and the defibrillator/pacemaker was made by Boston Scientific and not by Lucas Electronics! My wife is doing much better now, and I am working to get the magazine production back on normal schedule.



**The wild and rowdy group from the reunion.**



**Me with two high school friends, Kurt Kistler and Tim Carroll.**

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

*Howard*

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

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

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## ON THE COVER

The cover features Leon Guyot's Triumph Vitesse 2-Litre Convertible, pictured in front of Mount McLoughlin, Oregon.

Read more starting on page 24.

## LETTERS TO THE EDITOR

### Dear Spitfire & GT6 Magazine...

#### MPG

Dear Editor,

First, let me commend you on the fine publication. We've enjoyed it greatly since first getting involved with the British car scene a couple years ago.

As for your comments relating to fuel economy in the latest editor's column, I share your experience with having some '80s-vintage cars which pushed 40 MPG with comparatively crude carbureted technology, as well as a 2003 VW TDI which averaged 45 MPG overall and close to 50 MPG highway. However, there are some very logical and predictable reasons why current, more sophisticated, vehicles struggle to equal these figures.

The first and foremost is weight. Economy cars in the '80s often weighed substantially less than 2000 lbs. Today, the average "economy" sedan is close to 3000 lbs. and even the smallest sub-compacts are generally over 2500 lbs. This is largely due to huge federally-mandated increases in crashworthiness and roof strength standards. We now have massive roof pillars, reinforced side impact beams, door openings and rocker panels, as well as numerous other structural enhancements, all of which add considerable mass. Add to this the myriad of air bags, electronic stability systems, ABS, not to mention consumer-demanded electronic touchscreen, voice-activated whatnots and the customary glut of comfort/convenience items we now take for granted, and you've got one porky automobile.

The second reason is power. Increased power from larger-displacement engines has been required to move all this extra mass around, and to meet consumer expectations for performance, the



marketers having concluded (I think, correctly) that today's car buyers are no longer willing to endure 15-second-plus 0-60 times in order to save a few gallons of gas. Unlike the '80s, even the lowliest econoboxes and most vaunted mileage-misers are still capable of doing 0-60 in less than 10 seconds, some substantially quicker than that. As the old saying goes, "speed costs \$\$ - how fast do you want to go?"

The third reason relates to emission controls. Modern cars are squeaky-clean compared to our '80s fuel sippers, and, to a certain extent, the steps taken to clean up the exhaust stream are counter-productive in terms of fuel economy. Diesel vehicles were particularly hard-hit. A new VW TDI averages 10-12 MPG less than my '03 TDI, due almost entirely to the impact of revised emission controls (one of which actually injects fuel directly into the particulate trap to burn off soot periodically, rather than propelling the car), but also partly due to the aforementioned performance increase and extra weight.

Finally, we've now got "oxygenated" gasoline; i.e., it's laced with ethanol. Never mind the highly dubious claims for decreased emissions and/or reduced dependence on foreign oil. The fact is that current fuels have less BTU content, poorer vaporization characteristics and produce poorer MPG than the blends we had in the '80s and earlier. Even the cars we fondly remember from back then would not be able to equal their past achievements on current pump gas.

So, I think that, in answer to your questions, current automotive engineers/designers are not inferior to their '80s counterparts, and the combustion engine has not reached its limit. I think they're doing a remarkable job working within the revised parameters currently in place. Further fuel economy increases are still possible, and will be coming. However, they'll probably be incremental, absent drastic exotic



materials-induced weight reduction, size and performance reductions, etc. As increased mileage is now required by government fiat, it will be interesting to see what happens.

However, I personally find the current stuff pretty impressive. My daily-driver is a Chevy Malibu. It's a decent-sized car, weighing about 3400 lbs, comfortable, quiet, fully equipped, and a brisk performer. Nevertheless, per my fuel logs, it's averaged over 28 MPG for the 18K miles I've driven it so far and often pulls in excess of 35 on the highway. All of this despite my distinctly non-hypermiling driving style and 75-80 MPH highway cruising speeds with the A/C on max. Try finding any '80s-vintage iron which is an overall match for that.

Cheers!

Dave Stine  
Ijamsville, Maryland

*Dave,*  
*Thanks for the thorough explanation. I decided to use the entire page to share your expert information with our readers. We look forward to hearing more from you in the future.*  
*Howard~*

*We now have over **500** followers on Facebook. Let's keep it growing. We continue to receive "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](mailto:info@triumphspitfire.com)

## SPITFIRE WORLD CHALLENGE

A father and son are planning a charity challenge like no other - flying a replica Spitfire around the world in a bid to raise £1million. Justin Collins, 38, believes the feat, which he is attempting with his son Thomas, 16, will also lead to the setting of a new record. The pair will circumnavigate the globe in a 90%-scale replica of a Spitfire to raise funds for the International Children's Heart Foundation (ICHF).

Thomas was born with complex congenital heart disease which has seen him endure numerous medical procedures and surgery, something which will continue throughout his life. At one stage his family nearly lost him after he went into cardiac arrest following open-heart surgery, but the doctors and nurses brought him back from the brink.



Justin, who holds a private pilot's license, said because of Thomas' health problems he had heard about the ICHF, which provides life-saving care for children in developing countries, and wanted to help them through his flying. He said: "It is a long-held dream of wanting to go around the world in a plane and also it would be nice to be doing something with Thomas which would be a good experience for him."

Thomas said: "I think it will be really quite good actually. I think it will be really fun visiting all those new places and everything and it will be quite a good experience and everything as well." He added: "It will be good to go out and

do something and actually give something back." Thomas, who enjoys mountain biking and hopes to study science at university, is enjoying much better health thanks to a new procedure he underwent, but there is uncertainty around how long it will last. "I have really just got on with it [health problems]," Thomas said.

Justin and wife Samantha, said they were hoping to depart in May of 2012 visiting countries such as Iraq, Fiji and Ireland on their three-month journey. The plane, a Supermarine Spitfire MK26B, has been manufactured by an Australian-owned company in Texas, USA. Justin said it cost about £250,000, but an original would cost millions.

Justin is pushing for as much support as possible - he has even written to Prince Charles and Prime Minister David Cameron - to ensure the challenge is a success. The around-the-world Spitfire challenge is the first in what Justin hopes is a series of challenges over five years, including pole to pole.

For more information, including to sponsor, visit [www.spitfireworldchallenge.com](http://www.spitfireworldchallenge.com). Also visit the Spitfire World Challenge page on Facebook.



Thanks to Geof Bush of Michigan for submitting this article. 🇺🇸

# Weird, Wacky & Wonderful!

## Triumph Bus



Took this on a drive near Detroit Metro Airport. Submitted by Geof Bush, Belleville, Michigan



## Triumph in the Movies



### One Day

Starring Anne Hathaway & Jim Sturgess, co-starring a Triumph Vitesse

*Twenty years. Two people...*

After spending the night together on the night of their college graduation Dexter and Em are shown each year on the same date to see where they are in their lives. They are sometimes together, sometimes not, on that day.

Submitted by Kristopher Williams



## Triumph Art



*Triumph*, an artwork by Judith G. Klausner

*The moth & the light-bulb are now one!*

Judith is a Somerville Massachusetts artist with a love for small, intricate, and overlooked things. She received her degree in Studio Art from Wesleyan University in 2007 after constructing her thesis primarily

out of insects, and has since continued to search the details of her surroundings for inspiration. She enjoys playing with her food, both recreationally and professionally.

On the web: [jgklausner.com/work/triumph](http://jgklausner.com/work/triumph)

## Triumph Studios



Founded in 1997, *Triumph Studios B.V.* is an independent video game and technology development company based in Delft, The Netherlands. Triumph Studios' innovation, and focus combines the team's creativity with its proprietary multi-format Creator Engine™ to forge captivating and unique game experiences.

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# You write the caption

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



This photo was sent in by Jerry Schmer of Spokane, Washington. This pic was taken outside a flea market in Clarkston, Washington. I'm sure our fellow Triumph enthusiasts will have lots of captions about this early MGB!!

- Yard art
- Got Flood?
- Ran when parked.
- I saw it here a minute ago
- No More Door Dings Here!!
- I should have tipped the valet
- Where NOT to park your car...
- That was one heck of a storm.
- I told you not to trust that GPS!
- I'm definitely not on the double yellows, am I?
- Honey, I think I parked around here somewhere
- Parking is always a problem around here...
- The sign says "Safe Secure Storage"... We get the message...
- Cheap hubcaps \$10. MGB \$500. Free oil change that never ends, PRICELESS!
- One way to grease bikes
- All of the bikes are well oiled
- Damn oil leaks.....where's the Depends?
- Pole dancing genius
- Dammit you guys, not AGAIN!
- With some cars the sky's the limit
- From the new TV reality show "Floor Jacks gone bad"!
- If I buy the car, will you throw in the ladder?
- High mileage car with great aerodynamics
- Oooooops! Too much hydraulic pressure in the lift.
- That hoist is too high for my mechanic
- Oh, MG - OMG
- B Nest
- B's do fly
- MG wind sock
- Great place for a MG, off the road....
- Looks like MG got the "shaft"!!!
- I think it is time to knock MG off their high horse.
- The new "MG lollipop" was never a big seller... it gave too many kids heartburn!
- At last, something an MGB can do, it's a weathervane
- MG Owners think they have to always put their MG's on a pedestal!
- MGs make great bird houses
- Now that's what I call a bird feeder
- This year's fair treat "ragtop on-a-stick"
- Only a sucker would buy an MGB at a yard sale
- The value of this MG has gone up!
- At last, a good use for an MGB
- Sweet Bee on a Stick
- MG/Massive Gear lever, would have fit a GT6
- A scene from the set of the upcoming sequel, "E.T. II, The Return".
- "Million to one shot Doc."
- Keeping my MG tsunami-safe - heck with the rest of it.
- Hiding in plain sight
- Always the same exhibitionist
- Uh oops, how did I get up here as an umbrella for bikes? Gotta lay off the Tequila!
- "Look ya'll, no hands"
- I was coming through a tight right when things got exciting.
- Is the car for sale?
- "Ughh, The English would never have treated me this way."

# Next issue...



This photo was sent in by Mitch Johnson of Salt Lake City, Utah.

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

## And FINALLY...

I'd read somewhere that British sports cars were going up, but I thought they were talking about their VALUE!

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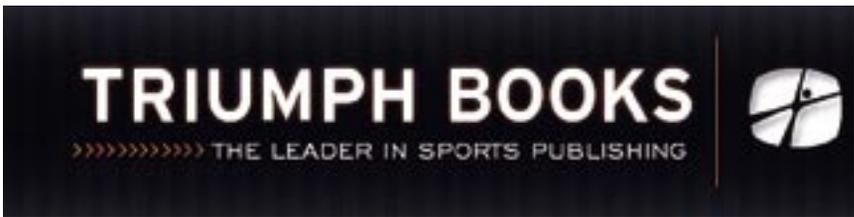
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This success and many others have solidified Triumph's reputation and allowed the company access to celebrity athletes. Noted sports figures who have chosen to publish their books with Triumph include Dan Marino, Jerome Bettis, Whitey Ford, Brett Favre, Mario Lemieux, Ernie Harwell, Curtis Granderson, and many others. Such relationships have helped to make Triumph the trusted leader in sports publishing.



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# Triumph Cell Phone

Do you drive a Triumph? Then you should be talking on a **Triumph** too!

Motorola has released the Android based cell phone, aptly named "**TRIUMPH**" to none other than **Virgin Mobile**.

The Motorola **Triumph** promises to be the new flagship phone for the prepaid carrier. The Triumph is far and away the most advanced phone in Virgin's lineup, with a 4-inch WVGA display, Android 2.2.2, a 1GHz Snapdragon processor, a 5-megapixel camera that can record HD video, a frontfacing camera, HDMI out, and other notable features. Not only is the Triumph Virgin Mobile's first Motorola handset, it's also the first to come preloaded with Virgin Mobile Live, the carrier's social networking music application.

The Motorola Triumph ships with Android 2.2 and it has quite a vanilla Android interface, which reviewers think results in snappier screen transitions and faster navigation. We hope this means the Triumph will be easy to upgrade to Android 2.3 Gingerbread as well. You get up to five customizable home screens and each home screen has shortcuts to the phone dialer, the main menu, and the browser. Holding down the Home button will bring up recently launched apps.

Motorola and Virgin Mobile did add a few touches to customize the phone. For example, along with the default Android keyboard, Motorola snuck in two other input options: a TouchPal keyboard and a TalkBack keyboard. TouchPal is a slightly more refined keyboard, with larger keys and better predictive options. It also looks better in landscape mode. TalkBack, on the other hand, is an onscreen talking keyboard designed to read back the text to you. You would need to enable accessibility options to use it.

As with all Android phones, you will enjoy access to Google's mobile services including Gmail, Google Maps with Navigation, Voice search, Latitude, Places, YouTube, and other features of Android 2.2 Froyo. Virgin Mobile and Motorola added a few of their own apps in the package, including AirG Chat, Facebook, My Account, Poynt, Scvngr, Twidroyd, Where, and Virgin Mobile Live.



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# READER'S RIDES



1968 Triumph GT6 Mk1▲▼▶

Owned by Jeff Lampinski, Media, Pennsylvania  
Gunmetal Gray over Matador Red leather interior.

I just bought this very nice 1968 GT6 Mk 1 and wanted to thank all of you as an outstanding resource. The car was slightly modified under the bonnet, and my intent is to return it to as close as stock as possible.



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

or mail to:

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





▲ 1973 CGT6 MkIII, Owned by Keith A. Bay, Wisconsin, photographed at Road America, Elkhart Lake, Wisconsin  
The car Triumph should have made. It is a 1973 Triumph GT6 with a 1978 Spitfire body. Therefore a C(onvertible)GT6



1963 Mk1 Spitfire ▲  
1972 GT6 Mk3 ►

Owned by Peter Kayworth,  
Portchester, Hampshire, UK

Good to read your triumph news on your side of the pond. I have, in fact, 2 cars, both built from scratch, the GT6 Mk3, 1972 (with the local Roman Fort in the background), this is my regular drive. My race car (for Hill-climb & sprint) is a 'barn find', 1963 Mk1 Spitfire, heavily modified with a Le Mans bonnet and a race prep 1300cc engine. I rebuilt the car in 2001, and am continually upgrading.



# READERS RIDES



▲ 1974 Spitfire 1500, Owned by TSgt Stephen Hunt, O'Fallon, Illinois



▲ 1965 Spitfire Mk2 Conifer Green, Owned by Pao Pini, Italy



▲ Owned by Steve Mckenna, New Jersey  
At our local track in Millville NJ. The Spitfire looks sharp but didn't fair well during the race with a DNF October 14, 2010



◀▼ 1978 Spitfire 1500, Brooklands Green, Owned by Jim Lester, Alamogordo, New Mexico. Picture taken at Hondo Iris Farm in Hondo, NM. I thought it would make a good background for my "Lady".



▲ 1980 Spitfire 1500, Owned by Daniel Parrott, Savannah, Georgia. Taken last year at the National VTR at Jekyll Island, Georgia ▲



▲ Spitfire 1500  
Owned by Rick Shipton, Boise, Idaho

It's called Tahiti Blue. Original was Coco Brown. I painted it after getting hit 7 days after I purchased the baby. Stripped the whole thing to cut cost. I bought her in '86. Lot's of fun.

To have your car featured in the next issue and on the TriumphSpitfire.com website, e-mail us at [info@triumphspitfire.com](mailto:info@triumphspitfire.com) or mail to:  
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## An Offer to Our Service Members Overseas

On Memorial weekend I posted a message on our magazine Facebook page offering any service member serving overseas, write us at [editor@triumphspitfire.com](mailto:editor@triumphspitfire.com) with their military mailing address and we would send out some back issues of *Spitfire/GT6* magazine to them. So far we have had two write and we rushed out copies of *Spit/GT6*, *Bronco Driver*, *True Blue Trucks*, (sister publications) and even some competitors magazines via US Priority mail to them.

Within a week we heard back from one of them, Gerard Pantin, saying: *"I received your magazines today, I would like to thank you and I assure I will read every one of them from cover to cover. I would also like to thank you and all your friends for supporting the troops. Again I want to say thanks."* What was interesting, Gerald had said that mail sent to his rock & sandbox location usually takes 3 - 4 weeks, but our package reached him in a little over a week. A week later we heard from the second recipient, TSgt. Stephen Hunt, saying: *"Got the magazines you sent Howard, they're AWESOME!!!! You DA MAN!! We Thank you!!! We will be taking a group photo or two very soon!!!!"*

The photo to the right is of TSgt. Hunt and three of his fellow service-women, showing us their magazines. (See photo caption for individual names)

The offer still stands for any active service member serving outside the US. Send us their military mailing address to [editor@triumphspitfire.com](mailto:editor@triumphspitfire.com) or mail it to the magazine address and we will send out some back issues of *Spitfire/GT6*, *Bronco Driver*, & *True Blue Trucks* magazines to them. 🇺🇸



L-R: TSgt Stephen Hunt, SSgt Danielle Cochran, SrA Jacqueline Shelton, SrA Priscilla Dinh; the Analysis Team in the AOR, located in Southeast Asia



# British Car Fun Facts

by Magazine Staff

- The Spitfire's code name during development was "the bomb".
- Nash Motor Company (a US company) designed, sold & serviced the Nash Metropolitan 1953–1961. However, the Metropolitan was built entirely in the UK. Fisher & Ludlow (UK) produced the bodywork, and the mechanicals were provided, as well as final assembly done, by the Austin Motor Company. This was the first time an American-designed car, that was to be exclusively marketed in North America, had been entirely built in Europe. All in all, roughly 95,000 Metro's were produced, and production ended in April of 1961.
- Pop-up headlamps were considered on the Spitfire, and one mock-up was made, before it was rejected. A fiberglass body was also considered and rejected.
- The transverse mounted engine configuration was originally pioneered by Austin/Morris in the Mini when it was introduced in 1959. As far as anyone knows, the Austin/Morris Mini was the very first mass-produced car to sport a transverse mounted engine to save interior space, leading the way for hundreds of small, and even some large, cars to come. It was designed by Sir Alec Issigonis and introduced by BMC in 1959 shortly after the Suez oil crisis.
- In the 70's a printed advertisement featured a Spitfire car in front of the Spitfire airplane. The ad was considered not successful due to the fact most looked at the plane instead of the car.
- The first Japanese manufacturer to import and sell cars in the UK was Daihatsu. Daihatsu exported a small number of its small saloon, the Compagno, to Britain in 1966.
- The Spitfire's 24 feet turning circle is the shortest distance of any production car built.
- As well as an Mini, Austin also a Maxi, true or false? True. Like the Mini, the Maxi was designed by Sir Alec Issigonis. The Austin Maxi was a large family 5 door hatchback that was one of the more successful of the BMC/BL products in the Euro market. It was produced 1969-1981.
- On original Spitfire MkII's boot lids the "H" in TRIUMPH is not in line with the other letters, it is slightly higher.
- The early (round tail) Spitfires share their windshields with the TR-4, TR250 and TR-6.
- In 1965, Spitfires came first and second in class at Le Mans.
- The first version of the Spitfire's 1500 engine was fitted to a 4WD drive vehicle for the Israeli Army in the late 60's.
- The 'Rotoflex' rear suspension as used on the GT6 Mk2+/Mk3 was considered for the Spitfire but rejected due to cost reasons.
- The six-cylinder engine was not fitted to the Spitfire because it was felt it might siphon sales from the more expensive TR6.
- For a good portion of the 1930s, Morgan's only model was a steadily evolving three-wheeled vehicle that at different points had an internally and externally mounted engine. These cars handily won races, especially races where traction was important.
- It is believed that Spitfire 1500's rust less than earlier cars, but surprisingly, the cars originally painted brown (Russett) seem to rust the least.
- Ever hear the name of the British car manufacturer Marcos? The name is a combination of Jem MARsh and Frank COStin, made in England in the 1950s.
- The "M" on the bonnet latches of the Spitfire, GT6, Herald and Vitesse were the "signature" piece representing the designer Giovanni Michelotti, who was responsible for the corporate look of those 60's and 70's Triumph models.
- The horsepower of the Jaguar XJ220 is 542 bhp. This car costs \$345,000 and does 0-60 in 4 seconds flat and has a top speed of 212.3 mph.
- Spitfires outsold MG Midgets every year of its production except one.
- Which two miniature BMC/British Leyland sports cars were virtually identical? The Austin-Healey Sprite and the MG Midget. The Sprite came first, in 1958, originally as a bug-eyed roller skate, the MG Midget eventually followed it in its Mk II stage in 1961. The Midget and the Sprite Mk. II were totally badge engineered, with only trim differences differentiating the cars in the early years of the Midget. The Sprite only lasted till 1971. The Midget held out till 1979. After 1971, the Midget gained engine size, external door handles and other features. In 1974 British Leyland gave Midgets the Spitfire's 1500 engine. Over 200,000 of Sprite/Midgets were sold over the course of 18 years.
- The 100,000th Spitfire came off the line Feb. 1968 (a Mk3).
- The growing popularity of motor cars in Great Britain led to the Motor Car Act of 1903 in which the British government took various steps to introduce regulation and control. One effect of the Act was to require all vehicles on British roads to be registered and to display registration plates. The first car registrations were issued in 1903, even though the legal requirement for vehicles to display them didn't take effect until 1904.
- The last Spitfire made was in August 1980 and had the VIN number TFADW5AT 009898 in FAB Inca Yellow. 🍷

## *Two Survivors Together* *by Shawn Frank, Des Moines, Iowa*



This is my 1971 Triumph Spitfire MK4. I have been building it since Christmas 2007 and have put 365 miles on it since it was finished a few weeks ago. I did 95% of the work myself. The sense of accomplishment from getting it back on the road after its 15 year nap was great. I took it to its first show, Mid

Iowa Car Classic. I plan on driving it in a Road Rally Charities road rally called MidCoast Road Rally 2011 held on Oct 1st, a benefit rally put on by Road Rally Charities here in Iowa.

I am a cancer survivor and feel lucky to have such a supportive wife, in many ways. My wife, her mom Cris, and her mom's





Shawn and Tammy Frank and son Ethyn

boyfriend Dennis put in to buy it for me on Christmas 2007. They had to cut a tree out of the floorboards and disassemble the brakes to get it on the truck. It came to me with a car cover on it and a big bow.

I use it as a daily driver and plan on using it often. I also am looking forward to taking my wife out and valet parking it. It's the little things, ya know... 🍷



British Car Club of Iowa driving event

## *A Triumph Tribute* by Jeff Jones, Grifton, North Carolina



**Mitch sitting on the fender of his Spitfire, not long after he acquired it**

I am writing this, I guess as a tribute to my uncle, Mitch Canady. He would be pleased to know that his car made it into a magazine. Mitch loved to tinker on things from cars to tractors. Mitch acquired a 1978 Triumph Spitfire in Pageant Blue. Currently it has about 26,000 mile on the odometer, believed to be accurate. Mitch, being the type of person that he was, he had to have it as perfect as he could. Therefore, he took on the long tedious process of a restoration. All painted surfaces of the body and chassis were sandblasted down to the sheet metal, and freshened up with a new coat of paint. He told me it reminded him of a Delorean after he sandblasted it down to the metal. Several people commented on the paint job, saying that he did an outstanding job, and attention to detail.

After seeing Mitch's Spitfire at a family gathering at my house in August 2009, I had given thought that one day, I might track down a Spitfire of my own. Well, that day finally came around March, 2010. I called Mitch to ask what to look for on my hunt to buy a Spitfire. I told Mitch I had found a couple nearby on Craigslist, and was making arrangements to go look at them. He told me to come by and take a look at his before I went to look at the others. The following weekend, I drove to Mitch's house about thirty minutes away. When I got there, we removed the Spitfire from its storage in an enclosed car trailer. "It had not been driven for about 6 months", he said. We located a battery that he had sitting around to get the car started,



and aired up the tires. The Spitfire started right up with no issues. Once we backed it out of the trailer, we took off to the gas station down the road to put a couple of gallons of gas in. While we were gassing up the Spit, a late 70's Corvette pulls up. "You know, this car is a lot more fun to drive than a Corvette", says Mitch. You know, I believe he was right. Both Mitch and I have owned a 70's Corvette at one time. I owned a '77, and Mitch a '78 model.

Once we left the gas station, I drove the Spit down several back country roads, since the tags were out of date. After driving a few miles, we both started smelling something hot. I pulled over, we raised the hood, and we figured out it was coming from the passenger side brake caliper. It was sticking. After sitting for a few minutes for it to cool, we headed back to the house. Before leaving Mitch's house, I decided to check out a couple of projects that he was working on at the time. He was in the process of restoring a 1978 Pontiac Trans Am, and also older Farm-all tractor.

After spending the afternoon with Mitch, he suggested I buy his Spitfire and I told him that I would think about it. Well, really I had to figure out some way to sell the idea to my wife. I currently had a 1973 VW Super Beetle that I was working on, that still needed a lot of work. A week goes by, and I get a call from Mitch. He asks if he could bring the car over the next morning. He said he needed the trailer that he was keeping the Spitfire in for a new venture that he was looking into. Well, at that time I had not talked to my wife about it at all. I told him that I would call him back later that evening. When my wife got home later that evening from work, I told her that we needed to talk. I explained that Mitch had called, and wanted to bring the Triumph over in the morning. After a brief discussion, she was all for it. I just needed to sell my Super Beetle. I ended up selling it about 3 weeks later to a couple with hopes of completing the restoration.

Mitch passed away unexpectedly in June of 2010, 3 months prior to his 50th birthday. At Mitch's funeral, his daughter Toni said to me "you have a huge part of my Dad in that car".



You can see the car in its current state, and it is being very well cared for. Since I have owned the Spitfire, I have rebuilt the front and rear suspension, along with a new leaf spring and tires. The trunk has been finished as well. The car runs and drives very well. It is amazing what a new leaf spring will do.

In October, 2010, I entered it into an all British car show, and brought home second place in class, at the 12th annual British



**Pee Dee Street Rodders Association of South Carolina Car Show**

Motor Club of the Cape Fear Car Show in Wilmington, NC. The other show I entered it in was in Myrtle Beach, SC in March of 2011. My wife and I drove the Spitfire the 4 hour drive down mostly to hang out with other family members who had there cars in the 4 day show. The Spitfire ran like a champ. This show was put on by the Pee Dee Street Rodders Association of South Carolina. There were about 3000 cars at this event, from Street Rods to Muscle Cars. There were a couple of MGB's and an Austin Healy Sprite there also. I plan on attending both of these shows again when they come around. Fall is coming up soon, and I am looking forward for a lot of cruising around with the top down in the cool air. ☺



**My car in the middle of 69 Spitfire that won 1st place, and white 78 which took home 3rd place**



**Mitch with his steam tractor & steam engines**

# First Driving Impressions of a 50 Year Old Car

by Paul Higley, Plano, Texas



Jane and I have added another Triumph to the stable, a 1960 Herald Sedan. While Heralds were made in great numbers, most of them stayed in Europe. There are not a lot of running examples around our area. Hopefully, you will find a driving impressions article on this Triumph of interest.

For some reason, unfathomable to many, I always had a soft spot for Heralds. My stock comment has been that any car with eye-brows and tail fins has to be cool. It does have miniature versions of 1957 Chevy tail fins, trimmed in chrome and chrome headlight surrounds with what I call “eye brow” extensions on the upper portion. But my attraction to these cars is more than that. Maybe it’s a throwback to my 1st car. I like small little cars. My 1st car was a Renault 4CV with an engine displacement of 747 cc engine which when distributed over 4 pistons makes for smaller pistons in than in most lawnmowers. We are talking of push mowers, not the ones you climb onto and ride! So at 948 cc this Herald has a honking big mill compared to the 4CV. It’s still tiny. Apparently Triumph or Standard even made a 805 cc model but I found no information on any in existence.

The Herald and its later sibling the Vitesse were made in greater numbers than any other Triumph. There were about 100,000 of the 948 cc cars made between 1959 and 1963 and another 400,000 made if you combine the 1147, 1500 cc four cylinder and 2,000 cc six cylinder cars. They made sedans, a few coupes and convertibles. The most commonly imported to the USA and the most sought after here are the convertibles. The first of the Heralds were produced in the spring of 1959. Our Herald was produced in January of 1960.

Avie had given me a ride home in her Herald once and I could not believe that little car held together at the speeds she pushed it. I had not driven a Herald before test driving this one. I was sure I would like it. After all it’s just a sedan version of the Spitfire right? So what if this one has a couple 100s of ccs less. Ray’s early Spitfire has lots of get up and go. This is the same mistake I made when I decided I could replace my cherished but badly rusted Ford Cortina GT with a Ford Anglia. Same

basic engine block, so it should go. Well it did not. The 948 Herald may be the same block and use the same running gear and frame but that’s where the comparison ends. So with that hint, let’s get on with the driving impressions.

Starting off in 1st gear is brisk but one quickly realizes the brisk start is due to the stump puller rear end ratio as the car seems to top out in 1st around 8 or 9 or maybe 10 mph. So on to second gear with a clean shift and you are up to running speed (that is a human running speed) of around 20 mph before the urge to shift again strikes. This goes on with 30 mph in 3rd and you find yourself looking for 4th gear. Surely 4th will go well above 40. With no tachometer it’s hard to say exactly when it tops out. Since I had the time to do so, I watched

the speedometer as it climbed ever higher. I admired the smooth indication of speed, without a bounce or wobble. My TR3 speedometer wobbles a bit throughout its range. How nice it was to see this! Not bad for 50 years old as I day dream and watch the other cars on the road pass me by with inquisitive looks. I took them all as admiring glances despite their efforts to pass me by.

Well sure enough with a bit of patience it does go over 40. At 45 I am actually keeping up with some of the traffic on Plano second-ary roads! It is at this point that something strange occurs. From silky smooth operation up to 45, the speedometer starts to stick and then jump and stick again. Although by now I know I am going faster it does not show it. It seems to struggle to indicate a higher speed.

My conclusion is the speedometer has little experience over 45 mph. Thinking back to my test drive when I bought the car in Tallahassee, Florida I know why. While, I thought Florida was very flat that is not the case in Tallahassee. It is really hilly. Not large hills, but short and steep ones that were enough to make the little Herald struggle up in 2nd gear and too short to allow you to attain much speed on the down side. Time will tell whether exposure to greater than 45 mph around our DFW Metroplex will cure this or I need to operate and remove the cobwebs.

Ok, so by now you know the car does may not have “scintillating” acceleration, or “brisk” “sufficient”, or “acceptable” and some might question whether it has “any” acceleration you can detect at all. I would have to disagree to the later, as it does move and get you from point A to B and it is fun to drive. It is just without that troubling high “G” load that throws your head back against the head rest we have come to expect in more recently constructed modes of transport. That is obviously a result of a good sound engineering design and attention paid to safety by the folks at Triumph as there are no headrests.

One could say that the acceleration is less “Blinding” than perhaps “Save for the Blind”. I will check the timing and carburetion but so far we will leave it as a tad “underwhelming” in the power category. I ex-

pected that, its all part of the car's character. This car does have character.

During a 1st short drive around and I found I wanted to accelerate a bit faster, I went to push down further on the throttle only to find it was already flat to the floor. A further look into this and we find the throttle pedal throw from idle to full throttle is quite small. This seems to be another example of sound design by the Triumph folks with clever engineering so you don't notice you are driving around with the throttle floored most of the time. The steering is rack and pinion and as a result is tight, precise and provides with good road feel. No TR3 ever felt as good without a Spitfire sourced conversion to rack and pinion. It's also nothing short of amazing when trying to turn sharply. My first impression was that the steering seems to have not "lock". Eventually I found a limit, but not without a special effort to do so. This car turns in a smaller radius than any car I have driven including my kids go cart. Merely passing close to a parallel parking spot is sufficient as you can just about rotate sideways into a very tight spot.

So how does it stand up to the advertizing claims? The early ads proclaimed it free of a need to grease the chassis. I find no grease fittings on the front suspension and it is tight and handles well. We shall see if the next 50 years bears out this claim or they just need infrequent grease applications and they hoped after more than 50 years no one would notice. I don't think they counted on American "TR nuts" getting hold of these cars. Little did they know we would be here checking on these possibly frivolous claims so many years later.

They also advertize "Foam" seats. This is really useful as with the only about 2 inches from the top of the seat to the floor, there is no room for springs. A drive around town is too short to determine if this seating will be comfortable on a long trip. I'll admit I was having far too much fun driving this neat little Triumph around than to notice if the seats were comfortable. I can only conclude if the fun level stays high, the apparent comfort level will not matter.

The seat upholstery in this car is original and shows little sign of wear. I suspect this is more the result of very little use than longevity of the vinyl but I must give it some accolade just for surviving this long. After all, the plastic dash in my 2002 Dodge began to shrink and crack at the ripe old age of 5 years. Did the British know how to make plastic better 50 years ago than we do now?

The body styling is appealing as a late 1950's style. In addition to the chromed tailfins and eyebrows, there are extensions to the roof line, nice little Herald emblems and what one might think it to be a nice hood ornament. It is oddly placed back from the front of the hood. It is really a large nicely chromed handle used to lift up and tilt forward the hood. It was dropped from the later models maybe for cost cutting efforts or maybe due to the effort needed to pull up the hood in this manner. You can raise the hood and fenders forward "ala" Spitfire manner. It does take some effort but one person can raise the hood evenly. The Spitfire and later Heralds require either two people or you lift from one side and, it would seem, risk twisting the hood. Maybe they solved this with reinforcement of the hood when they removed the handle. I like the handle.

Inside things are a bit Spartan. The speedometer/odometer includes three "idiot" lights for generator, oil pressure and high beams. At the bottom there is a very small gas gage. This is about 3/4" wide by 1/2" high. That's it for gages. There is a cutout with a stamped metal filler where you can install a radio. The dash is compressed wood with a curious pebble effect finish either a result of aging plastic or an early non-glare

surface. But no cracking or chipping is evident so maybe uniform aging was again clever Triumph de-sign. The only item not functional on the car was the heater fan. I did notice heat and defrost action but without the aid of the fan. I'll look for the inevitable loose connection. I would say they invented the intermittent heater but it never caught on as it's not as useful or widely copied as the intermittent windshield wiper or turn signal. The glove "box" is a hole in the dash. No Door. Hanging below the dash and under the glove recess is a wire frame storage basket for the more bulky items. It looks more like after-market J.C. Whitney but it's really stock. There are even adjustable hangers so you can lower it down for larger items or raise it up to stay out of the way. We put things into a glove box and lock it so it's out of sight for cruising burglars. Perhaps there was no need for such pre-cautions when this car was built.

The rear bench seat is spacious for small children or snug for small adults. A quick look at the trunk and there is certainly more space than in a Spitfire. Spitfires not known for trunk space you say? Well this trunk is actually larger than some other modern cars. Which ones I'll not identify but I am sure there are some with smaller trunks. The bumpers on the cars built during the first few months of production were painted and suffered from chipping so the bumpers were covered with the white rubber overlays on this car. This is probably the cars least endearing feature. It is functional but they just don't blend in well.

All in all it's a nice little car to drive around town. It's not a highway car. The larger engine versions particularly with overdrive would do better on a trip. I bought this as a commute Triumph to drive my 8 miles to work on days when the weather is too cold or when there is a chance of rain so I would not be driving the 2 wheeled Triumph or one of the convertibles. The problem I am faced with now is the car is in considerably better shape than I anticipated and I am tempted to protect it from the elements. So do I like the car? Yes, I give this Herald a two thumbs up as fun, economical, and all weather. There are lots of ways to rationalize having a Tri-umph. I am sure I can find more ways.

I sent an email with the commission number and a picture to a "948 Herald Registry". I was treated to a quick response and an as built description of the car. They described the car to a T. The color is original and called Leicfield Green, the interior also appears correct right down to the color of the seats and door panels. It could be that the indicated 27,500 miles are correct. Who knows?

I sent of a note describing this latest folly to family members, all of whom know my addiction, and this "note" came back from my youngest brother. Enjoy! ☺





Westminster, London, UK



## *Vitesse, Over There & Over Here*

*by Léon F Guyot, London, England & Medford, Oregon*

My Father introduced me to the pleasures of working on cars when I was an impressionable teenager, back in London, England, restoring his 1967 Rover 2000TC, then later his 1975 Triumph 2000TC Sedan. That experience was instrumental in my buying my first car in 1981, a 1967 Triumph Herald 1200 Convertible, resplendent in Triumph Signal Red. I kept that car for over 17 years, until 1998, restoring it, repairing it, driving it, improving it, tuning it, upgrading it, but most of all, learning from it. I got it up to 107bhp, with a 0-60 time of 10.6 seconds and a top speed of 110 mph. I learned many things from owning that car, including ‘the star that burns brightest, burns shortest’, and how to make it more reliable.

Having joined the Triumph Sports Six Club in the UK, just after getting my Herald, I soon saw and began to desire a Triumph Vitesse 2-Litre Convertible. This of course was back in 1981; some ten years after the last Vitesse had left the production line. At that time, I had just started my first job, and most of my income was being spent on my Herald, so there was little chance of getting a Vitesse, due to their rarity, values, and the cost of insuring one at my relatively young age.

By late 1984, I had decided to build my own, over time, to make it more affordable. My ideas and enthusiasm then, grew just like Topsy! As I started to collect items for my project, I decided that my Vitesse had to be a new one, I quickly identified which parts were likely to become in short supply first, and

concentrated on acquiring those, that is the parts unique to the Convertible and the trim pieces specific to the model that I wanted to build. My knowledge grew from reading every classic car magazine with anything about Triumphs in it, specially the more practical oriented magazines. I also attended many Triumph Club Meetings and Rallies, where I spoke to lots of owners and studied their cars in detail, taking lots of photos.

My parents had instilled in me, the value to contributing to the clubs I belonged to, as well as joining them for their benefits, so I soon became the Thames (London) Area Organizer, and instigated the South of England Meet in 1982, which I am gratified to say is still going strong, after all these years. At the weekends and in my spare time, I visited many wreckers’ yards, scavenging parts for both my Herald and my Vitesse project. I also drove all over England, visiting autojumbles looking for NOS (New Old Stock), and also obtaining parts from friends in the Triumph Club and at Triumph Shows. Sometimes, parts intended for the Vitesse ended up on the Herald, and vice versa, the Herald was an excellent development car to test things out.

My involvement in the Triumph Club Scene intensified and I eventually became their International Liaison Secretary, which entailed me writing a monthly column for the club and traveling regularly to other countries in Europe and seeing yet more Triumphs, and getting ideas for mine. I was also a TSSC director, insurance valuer, and Concours judge, both in the UK and

# SPITFIRE & GT6

magazine **Issue #39**



Mount Hood, Oregon, USA

abroad. My Herald also had some magazine appearances and was used in a TV advert. Being a Concours judge was also instrumental, as it helped me to take the closest possible look at others cars, which helped me to decide to make my Vitesse the absolute best one out there.

I took my Vitesse project ever forward in it's lock-up garage in South London, these garages are not easy to find, and it took me four years to find mine, it was expensive to rent and without power, but nonetheless I could not have built my car without it, as our street was Victorian and there were subsequently no garages there. It is amazing how creative you can get working on a car a quarter of a mile from home, without a source of electricity! It was so close to the Wimbledon Tennis Courts that in July, when the finals were being played, I could hear the roar of the crowd!

Eventually, I got to an impasse, where I had to have the car finished by a professional workshop. I had to wait a year for them to get a gap in their work schedule and come and collect the car.

I had done a very great deal to the car, but the paint job, done by a so-called professional had to be completely re-done. The transmission that I had decided to use was originally from a Triumph 2500 Sedan, albeit with an extremely rare close-ratio rally gear-set, and a rear mounting had to be designed and installed for that. The engine, which I had also had built, also had problems, as the crankshaft had been ground incorrectly! So, the engine was also stripped, cleaned and re-built! While it was in the workshop, a lady customer asked me "will that be a classic car when it's finished?" Like all such projects, it went well over-budget and

way over time, taking 13 years from 1984 to 1997, but it was well worth the wait.

My Vitesse finally hit the show circuit in April 1997, and was named "Diva" because she is the lady in red and always gets what she wants, which is always the best available of everything! I was particularly pleased that my old Dad, who told me that he would likely never see it finished in his lifetime, did in fact see it debut at that show in April 1997, because in 1998 he sadly left this mortal realm.

Once it hit the road, the work of shaking it down, and fixing those little things that cause problems in any new car build were taken care of, the work just continued. Of course, I attended and entered lots of shows, although I am not really a pot-hunter so to speak, it's nice to have your efforts recognized. Just for the record, in 17 years, my Herald won 15 trophies/awards, and in 14 years my Vitesse has won 25 trophies/awards, and I won 6 personal awards for driving events with my two Triumphs.

My favorites are:

1997 Standard-Triumph European Rally, Winner, Best Herald/Vitesse  
 1998 TSSC International Concours Winner, Herald/Vitesse Class  
 2000 TSSC International Concours Winner, Paintwork Class  
 2002 Eagle Point Independence Day, Contemporary Autos 1950-1978,  
 First Place. (I love the irony of a British car, in Red, flying  
 Union Jacks winning that show!)

The Vitesse has also featured in *Triumph World* and another classic car magazine. At one show, Stirling Moss came over to our club stand and rested his right foot on my front right tire while



looking at my engine bay! Does that give my car some kind of provenance?

The Internet had entered my life in November 1996, and soon became a most useful tool for learning, Triumph newsgroups and forum discussion.

I proposed to my good lady on top of the London Eye, Christmas 2000, and eventually immigrated to the USA in March 2002, bringing my Vitesse with me, of course!

We married in May 2002. Once my car arrived in the USA, I found that the gas in the system had not enjoyed the journey in the shipping container and had turned to varnish, which necessitated my stripping and cleaning all three Weber 40DCOE Carburetors. The problem with gas going bad has been a continuous one, exacerbated by the addition of ethanol to gas in recent years. I tried Marvel Mystery Oil in the gas, that didn't help, I tried Stabil, better, but it didn't fix the problem. The only way to ensure that the carbs don't get blocked over-winter is to completely drain the entire fuel system before over-wintering the car.

I have done a great deal of internet research, and other reading into such matters as the changing formulation of oils, the same for gas, automotive material science, learning about the technical differences in rubber hosing, adding lightness to improve power to weight ratio, lighting, using improved headlamp capsules, halogen bulbs and LEDs in the other lamps, all aspects of the Ignition and improving the fasteners that hold everything together. I continually compare product quality and pricing.

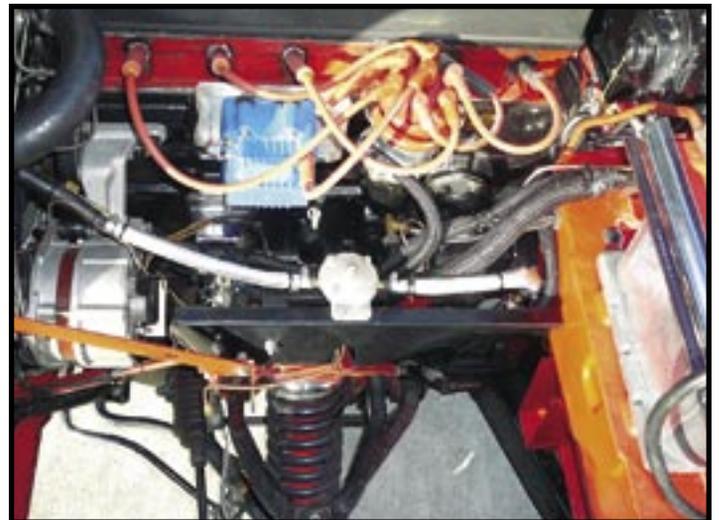
I firmly believe that like racing, "research improves the breed." Also, "Knowledge is Power, and we need to dig deep for more." I have been continually replacing cast iron parts with alloy or stainless steel, for longevity and reliability. My hands on experience continues to improve, as I like to be self-reliant, so far as possible.

For those of you who like to read about the technical side of things, In the front, you will find a pair of 1977 Daimler Sovereign front seats faced in leather, with steam molded carpets from Newton Commercial, fitted at their UK factory. The wooden dashboard is a new factory item, and the matching wooden door cappings are from a Triumph 1300 FWD Sedan. Other new factory items are Badges, boot hinges. Anodized allot radiator grille and many other parts. The glass is all custom made with a

laminated green windshield with a green top tint.

The engine came from a 1971 Vitesse, and was totally rebuilt, twice. Deviations from factory specification abound, with triple 40DCOE Webers, plus K&N filters, gas-flowed GT6-3 cylinder head, with phosphor bronze valve guides, stainless steel valves and Jaguar Valve springs, Holbay Asymmetrical Camshaft, duplex timing chain and gears, Chrome Moly pushrods and Alloy Roller Rockers. Gareth Thomas designed, French made, Exhaust Manifold, and Bell full-sports stainless steel system. A heavy duty clutch is activated by a Triumph Dolomite Sprint slave cylinder and a TR6 master cylinder and the rebuilt gearbox is based on a 1976 Triumph 2500 Saloon unit, with Triumph Rally close-ratio gearset and a J-type Overdrive. The gear lever is a shortened Dolomite Sprint lever.

The rear axle has a Quaif Limited Slip differential with a 3.63:1 ratio and is fitted with narrowed TR6 sliding-spline shafts with the larger Universal Joints. Koni telescopic shock absorbers/dampers are used all round. There is also a rare period modification at the front in the form of a twin anti-roll/sway bar kit from SAH, fitted with adjustable anti-roll bar drop links. The front brakes are AP Racing Magnesium Alloy 4-piston Calipers, with AP Racing ventilated front discs. There are Superflex Polyurethane bushings throughout the car.





Cibie Halogen headlamps, two speed heater fan and two speed windshield wipers from a GT6, a fly-off handbrake from a Mk.2 Spitfire and Kenlowe electric cooling fan are only a few of the items not mentioned earlier. There are twin fuel tanks, copied from the rally cars, and electric fuel pumps as well as a Malpassi fuel regulator and three fuel filters, two to protect the fuel pumps and one to protect the carburetors.

At this time, the car has a Bosch Alternator mounted low down close to the chassis and a Mallory Distributor, MSD Digital 6, HVC-II Coil, Magnecor Spark Plug Wires, Pertro-nix Ignitor in the distributor, and NGK Iridium Plugs. The battery is an Optima Red-Top. There is also an oil cooler, and billet alloy rear wishbones, as well as a pressed type steering column joint, and a set of Silicon Water hoses, and a set of stronger Land-Rover Freeland wheel studs/nuts awaiting

fitting. The car weighs about 1800lb and puts out around 180bhp, hardly a drag car, with a 3.63:1 ratio differential, but certainly a relaxed long distance touring car.

I am very pleased with the reliability of my Vitesse, having undertaken several long distance trips without issues, including So. Oregon to and from Portland several times, So. Oregon to SW Idaho, up to Kennewick, WA, across to Portland and back, and lately, down to LA and back, she has now done some 25,000 miles in total.

If I were to advise anyone about restoring a classic car, I would say,

1. Start with a whole car, preferably two.
2. Have a mental picture of the finished car, before you even start.
3. Acquire mechanical sympathy.
4. Be prepared to take advice from others.
5. Study all aspects of restoration.
6. Never Ever Compromise or you will surely have to revisit and repeat.
7. Be prepared to go over-budget and over-time.
8. If you feel over-whelmed, don't give up, just walk away and do something else until that feeling goes away.
9. Collect spares and upgrade your tools, you can never have too many!

Lately, I have been upgrading my garage into a proper workshop, and getting into improving safety on the car, by carrying a Halotron Fire Extinguisher, also strobing LEDs at the top inside corners of the bonnet/hood, and carrying ANSI Class 3 reflective over jackets in the boot/trunk, I also have the brightest possible (non-blinding) headlamps, and have fitted extra loud horns so my little car is as obvious as possible on the road to over road users.

I have also reached that age, when hand-polishing the car is way too much like hard work, and have just started using a random orbital polisher, what a great invention! ☺



Holly Bush Inn, Salt, Staffordshire, UK

## IN THE OTHER STALL

### *A Big Triumph*

*by Bob Arnett, Terre Haute, Indiana*

A couple months ago I spotted an Ebay ad for a Triumph 2000 four door that had been in a doctor's family for many years. I brought this ad to the attention of a Triumph buddy of mine, Mark, who is familiar with the 2000 Saloon. After several back and forth conversations, several bottles of imagination, looking at the four pictures on Ebay, we made some inquires as to original engine, tranny, diff, and rust. We decided that for a short stack of greenies, we would get in the bidding. We waited till the end of the bidding to find out we were the new owners of a 1966/7 Conifer Green Triumph 2000, a car that I had never seen in any of the car shows, I had been to over the years, so we hitched the trailer and were off to northern Illinois and the little town of Sandwich!

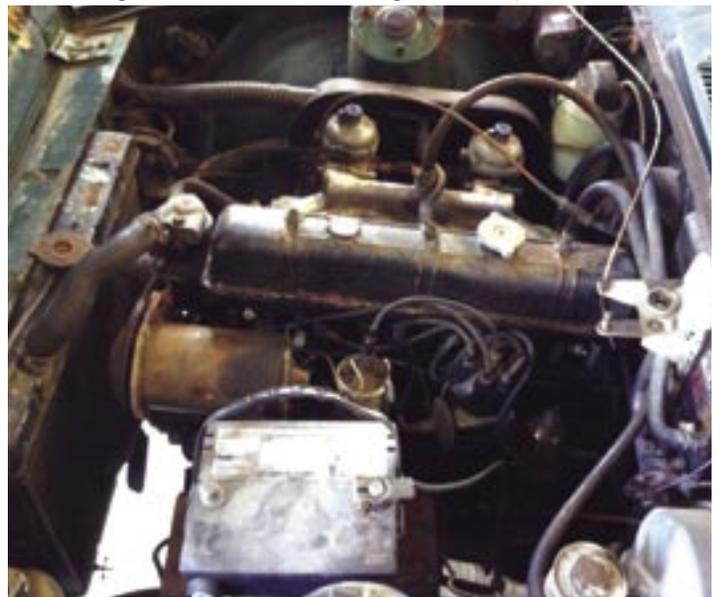
A little history, the car had been owned by a doctor and his nurse wife and last plated for the road in 1976. After his death the family decided that mom no longer needed, nor wanted the hubby's late 50's 120/140 Jag, but Steve, of Steve's British Connection in Sandwich, was told by the family that to get the Jag he HAD to take the 2000 as well. He flipped the Jag easy enough, but the Triumph 2000 was just a little bastard child that only a very few would want, thus the Ebay ad, and our drive to rescue this different kind of Triumph.

We get to Sandwich and found Steve's British Connection. Sitting at the far rear of a large building just off a small private airport full of funky looking, not too well maintained airplanes, (no connection to Steve) was a very sad sight, sitting very alone, was our 2000. First thing I saw was just how strange this car looked when compared to the Spitfires/GT6s/TR6s I have seen. This was, for a Triumph, a very large car! About the Conifer Green paint, all I can say is that all of it was on the car, faded like only forty years without a wash or wax can do. The tires were the original Dunlap Gold Seal bias ply whitewall tires, but full of air and holding! The engine, as told to us, was not running, but also not locked up. We checked under the car/rockers/bottom of fenders, floorboards, trunk, surface rust on the frame, and a small palm sized hole in the



right rear quarter at the very bottom. All in all, a very solid mid-sixties car from deep in the rust belt. The interior is Cactus Green, not a ripped seam in the car!! No wear on the driver's seat that we could see. After some looks back and forth, a snicker, shakes of the head, knowing grins, door slamming, tire kickin', much looking at a non running engine! With the flick of his wrist, Mark popped his half of the agreed price into my hand and said, "I will load, you pay," and I did!

We laughed and giggled at the prize we just took off those city boys, ALL the way home! If only they knew, LOL. We got home later in the afternoon (quitting time), but were so excited with the new find, we just had to have a drink or two. (I lost count somewhere) Then the division of work was formulated that I would undertake the work of making 'Connie' look good inside and out and Mark would wrench her back to life. The next day our first order of business was to drain the engine of its 1960's chunky stuff in the oil pan. That's correct, chunky oil. Forty years had done for the oil what forty million years had done originally. New oil and a filter! The gas tank smelled bad enough to make you sick. The fuel





pumped worked, so we scabbed in a coffee can gas tank and went to work getting the starter to turn the engine over, getting oil pressure up and checking compression. OH OH! #4 is low! Checked valve clearance to make sure that was good. We cleaned the points up, put in new plugs, checked for spark and she stumbled, staggered, popped, and we were dumbfounded when five of the six cylinders started for the first time after her long slumber. Time for a DRINK!!

After we had the engine running, knew we had oil pressure, five of six cylinders working, Mark ripped the throttle open and in short order a long streak of muffler rust shoots across the floor 10 feet, several more rips and a little smoke, she settles down to a five cylinder idle, and starts to overheat!! We pull the thermostat and find it full of forty year old crud. We changed that and it still overheats. After some more thinking, compression testing with thumb over #4 plug hole, then a real gauge, all reading 150lbs, except for #4, which floats between 25 and 40 lbs, we conclude that #4 intake or exhaust valve is the problem. We don't really want to pull the head, so we consider it overnight, hoping that #4 will see the error of its way. NOT!! Next day, #4 still says "Piss off". Off with the head, all the valves are there but something seen amiss. Just by looking, something is just not right about this head!! EUREKA! The head lets us in on the joke! At some point in the cars' life, a valve job was done, and for reasons we will never know, the mechanic installed two intake valves on the #4 cylinder. It worked OK; engine ran for who knows how long! We concluded that when it was shut down for the last time 35 years ago, #4 exhaust/intake valve was open, and rust formed on the valve, not allowing the valve to seat up again when we started playing with it. This rust also left the valve with a scalloped edge that would prevent its future use, so the cylinder head was refurbished with a new exhaust valve and put the old one on the 'Wall of Shame,' a place where I put all of my mechanical failures, of which there are many!

I took on the job of removing 40+ years of faded paint to a level of some degree of shine. This I thought would not take too much time. WRONG! Did I say that this is a BIG car? And buffing up all the Stainless Steel, of which there seems to be lots for a British car, and



two extra doors! Mark bought a quart of that super/super/SUPER fine rubbing compound, and I bought some soft cloth diaper type of things and I set to work finding out how one cramps up an arm to the shoulder, turns a hand numb, and fingers green! Mark is one of those types of guys that likes to keep his cars as original as is possible, this idea includes paint. So, by one one-millionth of an inch, I get to rub/rub/rub the paint, till he and I can both see something of ourselves, IN the paint. At first I was willing, but as time went on, I could see that he was having far more fun than I. I did my best to fake it, but it's a pain! It was about this time that we decided that the radiator was hopeless. The best we could get out of it was a trickle of water with the hose in the top. The engine would overheat in ten minutes or less. Mark took it to an 'Old School' radiator shop that he had used for years. The report back was that the radiator was full of crud top to bottom, but that it could be saved with the proper skills, time, and a generous application of dollars. Did I mention that Mark likes this original? Now the engine runs cool, on all six cylinders, and is to one degree or another, somewhat shinier after all the components were brought back life with some TLC!!!



## IN THE OTHER STALL



The week of Fathers Day was a busy one, Mark had plans out of town, so we had to get things moving! With the engine now running on all six cylinders, the carbs were rebuilt, master and slave cylinders rebuilt, steering rubber items replaced, it was time to see if the tranny and diff did their part. The car rolled well by hand, had some brakes, and now we needed a test pilot! Darn, the clutch after forty years of sitting is locked to the flywheel. OK, engine off/ tranny in gear, hit starter, YES! She is loose and not making any strange noises. Clutch in, first gear works! Second gear, third AND fourth slip right in. It rolls out in first, and reverse even works. We slow roll the car to the end of the drive, make a right on our way to the test pad, a local



church parking lot. Easy does it up the road about 200 yards, with Mark as the ginny pig/test pilot, out to the parking lot to do some circles left, then to the right. Forty five year old original tires have no grip and back home for my turn! First thing I feel is a very pronounced up and down feeling above 20 mph. The tires only look round, but ride like they are egg shaped, and slide with no effort. The brakes work very well, but I can't tell if the rears are working at all. The steering is tight, no hunting or wandering. I head back to the house feeling quite full of myself. The car had a very solid feel when crossing the R/R tracks, no rattles in the car, very strange for a car this old. Time for a drink or two!!





We replaced the tires & rims so we would have new rubber to run on. I cleaned the interior and made the inside look as good as the outside. I had driven the 2000 about 90 miles around Terre Haute and it never failed to go, just never very fast or far at one time. It was able time for a longer road trip.

Our local British car club has an annual event called the Moonshine Run. No, it's not a drinking thing really! There is a tiny town in Clark County Illinois with a population of two. It has one building with a grill, and it is a local hot spot for bikers and car nuts meet and greet. It has even been visited by Dave Letterman and other celebrities. We have been making this run for years, but this would be the first run for

the Triumph 2000!! We got to the Moonshine location with no problems at all, but the line to get in and order food was a long one and it was a very HOT day, even hotter when you got inside the building as there was no A/C. 45 minutes later with food in hand we sat outside at picnic tables to eat. Good food and good company!

Car wise the drive was most uneventful, 35 miles to Martinsville Illinois, 15 miles to Moonshine, and 50 miles back home in the early afternoon. It was not very fast but steadily the 2000 motored on! The future of this car? Next step is all the little things, switches, connections, more cleaning and detailing. Past that I don't have a clue. 🤔



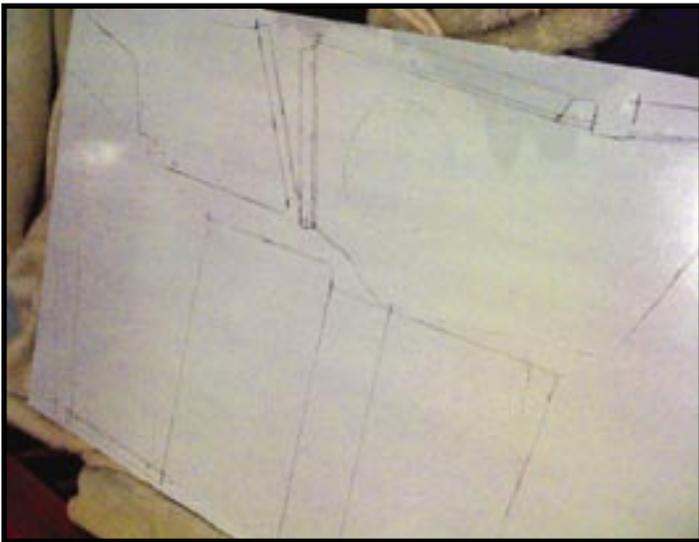
## *Renewed Parcel Tray* by Richard Baines, United Kingdom

Parcel tray, glove box, whatever it's called, this article focuses on remaking the two cardboard items under the dashboard from the Mk.4 Spitfire onwards. They just aren't designed for longevity, and before long end up looking tired and tatty like this:

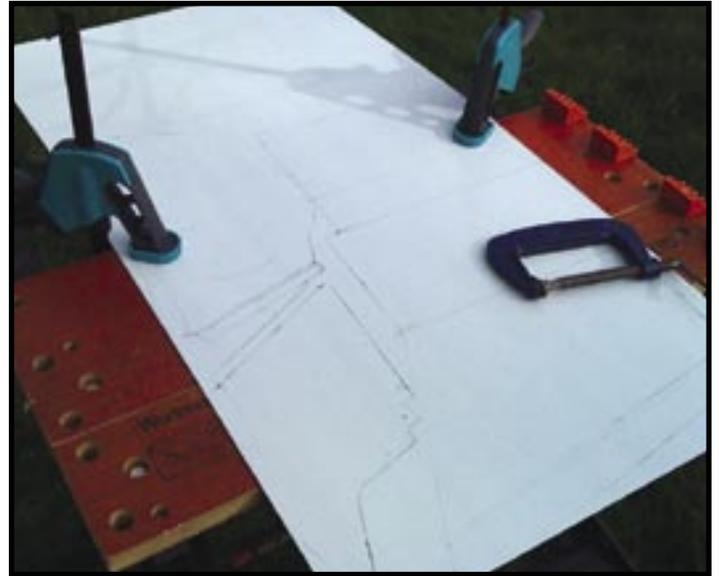


So the natural solution is to build something more rugged, in 1mm thick aluminium. It's easy to work with, fairly inexpensive and doesn't weigh much. 1000mm x 500mm x 1mm 1050 grade cost me £8.99 on ebay, though delivery was about a fiver.

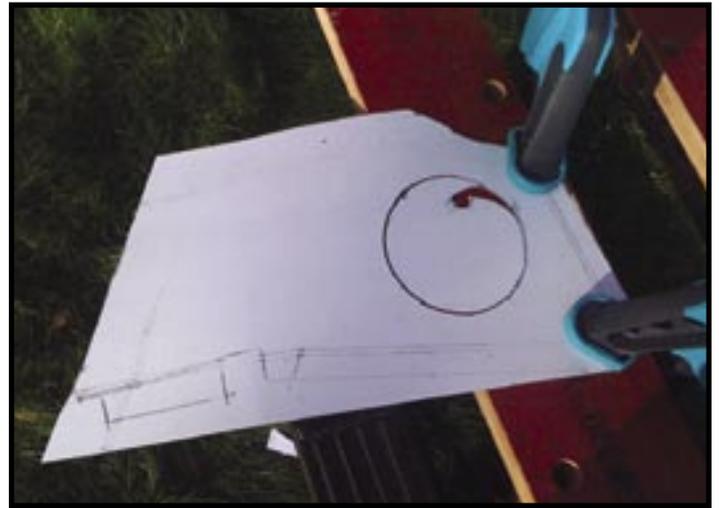
The only problem with aluminium is that it doesn't look like the original cardboard. However, this problem can be overcome by gluing black 'leatherette' vinyl to the surface of the aluminium after shaping it but before riveting the assembly together.



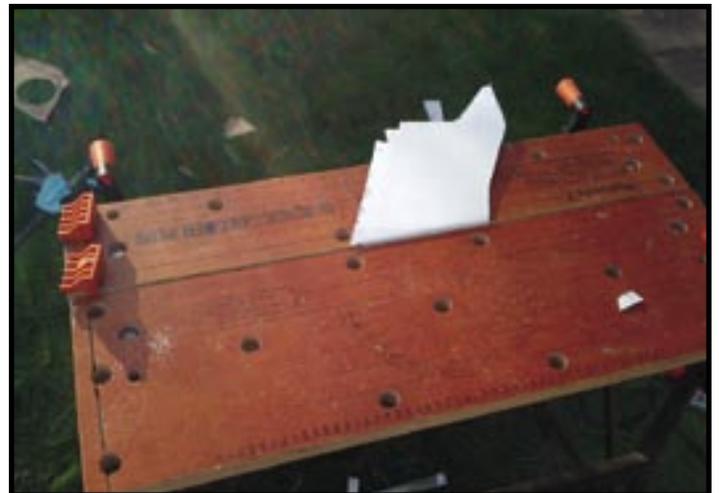
First job was to carefully separate the old cardboard glovebox by removing the rivets. After that it was laid flat on the aluminium sheet, which had a white protective film on one side; perfect for tracing around the flattened card pieces. The sheet was then clamped to a bench ready for the jigsaw. Alternatively, you could use a bandsaw or tin snips to cut the sheet.



The original box had a speaker hole, so again a hole was made to fit the original 4" speaker. I used a 1/2" drill bit to get the jigsaw in there, then carefully cut the circle (occasionally stopping to change the way the piece was clamped).



My rather unsophisticated way of bending the folds:



...another way this was done for some edges was to hammer over a block of wood with a 90 degree angle, which tended to produce a sharper bend.

The largest bit, the centre piece, required a bit of care to bend as the original wasn't a simple "C" shape, it had a few additional subtle bends too. Consequently I trial fitted this piece on its own whilst bending it to shape.



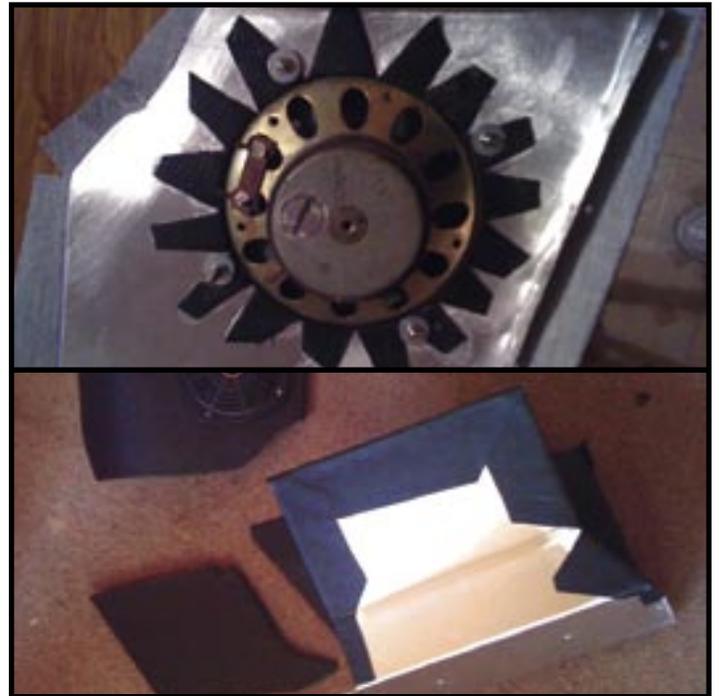
Spend a while making sure you're happy with the fit. If yours is anything like mine, it'll be extremely tight inside the car as the cardboard originals were a lot more pliable! Once you're really happy, clamp the edges together and drill through the two edges simultaneously to get perfectly matched pilot holes for your rivets. If you're after a non-original aluminium finish, skip ahead to the riveting section (no pun intended!), however if you intend to cover these in vinyl, leave your rivets alone for now.



To make sure the aluminium was 'keyed' for the glue and vinyl, I roughed it up with 80 grit sandpaper. This is extremely important if you want it to stay stuck down!

Laying out the sheets on the vinyl first – give yourself plenty of spare material around the workpiece to fold over the other side. You want to start by gluing the face of the aluminium before worrying about edges, get any air bubbles flattened out and let it dry, this is the most important section so give it a bit of extra care.

The hole for the old radiomobile speaker took comparatively longer to glue the vinyl around. Cut triangles, stopping a few mm short of the edge of the hole so there's enough material to pull around the edge and onto the other side. Glue one or two triangles at a time, they don't actually take that long to tack.



You don't need to leave as much vinyl as this on the other side, as if you do the job right you shouldn't be able to see the top of the glovebox centre section when it's installed. I wasn't taking any chances though. By now the installation procedure should have become clear; the vinyl goes on before the three sections are riveted together, and what happens is these riveted edges have vinyl between them; the joints between the three sections thus become seamless.

Once that's all done, admire your handywork for a few days as you'll only ever get a shadowy half-lit view of it installed in the car from now on. Plus, you need a bit of a rest, as squeezing this into place in the car will be a bit tedious! But damn, does it look swanky... 🤖



## Five Must-Have Tools

by Dennis Eckhout, Norman, Oklahoma

### Flexible Light

Go where no light has gone before. The LED bulb is mounted on the end of a flexible shaft. Great for hard to reach places under the dash and areas too small or awkward for a conventional trouble light. I used mine to check inside the dash pot oil shaft and to peer into my (empty) gas tank. Needs three AA cells. \$26 at Sears.

### Infrared Temperature Sensor

As much fun as handy. Take the temperature of, well, just about anything you can point to. Many diagnostic applications – radiators, tires, bearings, even air/fuel mixture. Mine has a laser pointer and digital readout in Fahrenheit and Celsius. Many sources. \$80 - \$90, less on sale.

### Snap Affixing Tool

Throw away that stupid little die set you get with snap kits. Clip these industrial quality attachments on the jaws of a ViceGrip™ and squeeze the snap together. I found this kit through Lonny Wall. Use for setting snaps on tops, boots, tonneaus. Not cheap, but imagine installing a snap without denting or distorting it. Available from Time Saver Tool Corp. \$40 for attachments, \$57 with Vice Grips™. ([timesavertool.com](http://timesavertool.com)).

### Carburetor Airflow Gauge

Has an actual needle indicator gauge for balancing airflow on multiple carbs. Superior to that floating bobble thing they sell at other places and does not restrict the airflow. Comes with a neat adapter that allows you to clear a TR6 inner wing. I bought mine from JC Whitney; available elsewhere. \$30.00.

### Waist Seal Clip Tool

Rather than dreading the job, I change my waist seals every time they need it. Homemade. Bend a small “J” on the end of an 8”x1” strip of sheet metal. I used a scrap piece of galvanized air duct. Wrap the grip end in duct or electrical tape to protect against the sharp edges. Set the clip in the juncture of the “J,” position on the waist seal/door edge, one firm pull up. Done. Credit this to Karl Johnson, Capital Triumph Register. \$ Free. ☺



Dennis Eckhout is a proud member of the  
Central Oklahoma Vintage Triumph Register



## Inspiration

by Jeremy Fohrenkamm, Minnesota

A few weeks ago I entered the Healey Hill Climb put on by the Minnesota Austin Healey Club. This was my 3rd time entering the event. My first time 3yrs ago, I managed to post the fastest vintage time (1979 and older). I was really excited by this because I had never raced a car in a sanctioned event before...key word sanctioned.

My second time entering I only managed second place vintage, but was able to take two seconds off my previous years best. I had been fooling around with the rear suspension each year to improve ability to put power down exiting corners and to reduce jacking. Last year I managed to improve the power in a corner, but didn't help jacking at all. This year I came up with a system I am not ready to disclose that prevents jacking, but has no affect on roll or spring rate and is adjustable so I can tune in autocross setup vs regular driving.

So this year I felt like I was prepared to take fastest vintage again.

Jeremy Fohrenkamm owns a 1976 Spitfire and is President of the Minnesota Triumphs Sports Car Club



And I was right, but to my delight, that's not all. I managed to take fastest overall with a time 57.85 seconds. Only the second time in the history of the event that a vintage car took top honors. And I must say, it's not like I only beat a bunch of MG's!

See more about my car in issue *S/G#28*, page 33. Also see my YouTube video of my fastest run video title "*Triumph Spitfire Afton Hill Climb X Fastest Time of Day.*"

The following week I went to the Amery Autocross and Speed Run also put on by the MN Austin Healey Club. I managed to take fastest vintage and tenth overall. I was only able to get three runs in before I blew a head gasket. The engine is now completely disassembled and laying on a blanket in my garage. The head and block are at a machined shop getting checked over. I'll be back up and ready to run soon...in the meantime..Triumph On! 🏁



Jeremy at Amery Autocross

## CLUB SCENE

### *Red River Triumph Club*

*by Dennis Duke, Texas*

The Red River Triumph Club is probably one of the more active sports car clubs in the world. We participate in at least three events every month. Besides our monthly business meeting, we have a Saturday morning breakfast as well as a Saturday drive. And there is almost always at least one car show in the area.



On our Saturday drives the club usually finds some interesting and scenic place to visit within about two hours of the Dallas/Fort Worth area. We meet up at a centrally located parking lot and caravan to the site.



The Saturday drive for March 2011 was to the Windmill Farm in Tolar, Texas. Tolar is on the very northern edge of the Hill Country. The bluebonnets and Indian paint brush were out and it was a fine sunny day with lots of wind – perfect for a trip to a windmill farm.



This is not the type of modern windmill farm that generates electricity but a varied collection of antique windmills that were common sights in the earlier part of the last century. It all started when Chuck and Ruby Rickgauer restored the original working windmill from the farm Ruby grew up on. Once that one was restored and working someone else mentioned where they could find another one. You know how this story goes... It's kind of like how some of us collect Triumphs. This continued until there are currently over 40 windmills erected on the 26 acre farm with names like Montgomery Ward's Air King, Wonder, and Dandy.

The Rickgauer's farm has grown to include a bed and breakfast with individual cabins. Several of our members tried out the rocking chairs on the front porch of one cabin with its peaceful sweeping view of the surrounding landscape. It looked to be a great place for star gazing as well. ☺





## CLUB SCENE

### *Project "Ilene"* by Jim Watson, Maryville, Tennessee

It all started with an email from a club member (Eric) back in 2007, asking "do you know anyone that wants a free 1966 Spitfire?" Thinking that it may make a fun club project, to build and sell or raffle, the idea was brought before the club, Blount British Cars, Ltd (BBC). With a positive vote, BBC now had a free club project that came with 25 years of miscellaneous spare parts.



Two pickup trucks and a trailer made the road trip to North Georgia to load up the '66 Spit and parts and bring it all to Blount County Tennessee. Somewhere between loading the Spitfire (and 25 years worth of parts) and unloading in Blount County, our new acquisition picked up the moniker "Ilene."



With all that noted, let us introduce you to "Ilene", a 1966 Triumph Spitfire Mk 2, which has been our club project since 2007.

After unloading, the first task was to sort and catalog all the parts. To develop some cash flow, we sold some of her collection of parts – the ones we did not think we would need. The "Ilene" project was officially under way.



So what was going to start out as a general refurbishing type project, thinking in terms of a new paint job, rebuild the front & rear suspension, brakes and the original engine, and check everything else (replacing or rebuilding as needed), disassembly was started ...and as those who have been there and done that know - simple renovation projects can and do grow.





Starting with the “let’s take her apart and see what we have” stage, the work began and continued to grow with her body off the frame and the frame in the shop to start repairs, and be sandblasted, primed and painted.



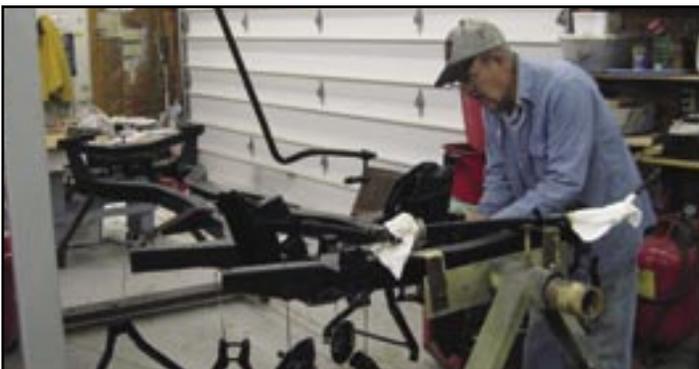
Work is continuing on her body and interior at this time. The progress on Ilene will continue with story and pictures - stay tuned. So far, the sale of miscellaneous parts has paid for all the purchases needed.



With her frame now coated with a rust preventative finish the front and rear suspensions parts were cleaned, inspected, painted and rebuilt, using urethane bushings. Front hubs were rebuilt using GT6 disc brakes and spindles. New brakes, front and rear, and all new universal joints were installed.

With the frame and suspension completed BBC decided to raffle “Ilene.” Raffle profits from Ilene will go to the Blount County Children’s Home ([www.blountchildrenshome.org](http://www.blountchildrenshome.org)), which has been our club’s charity for the past 24 years. Working closely with the Children’s Home, we decided to focus on getting Ilene ready for unveiling at our 2012 Springtime in the Smokies British Car Gathering, our 25th anniversary. The tentative plan is to sell tickets for one year with the drawing held during our 26th Annual British Car Gathering on May 11, 2013 in Townsend, Tennessee.

Watch our web site, [www.blountbritishcars.org](http://www.blountbritishcars.org), for more information about the raffle; in the meantime look for Ilene and check out her lines as she visits local British Car Shows and cruise-ins. 🐾



# Atlanta British Motorcar Day

by Bob Spruck, MotorMouth/south

Do you like the Jaguar E-Type? (Don't call it an XKE!) Then you should have been at the 28th annual edition of the Atlanta British Motorcar Day show at Berry College in Rome, GA on May 15th. The E-Type was the featured marque in conjunction with the 50th anniversary of the introduction of this iconic car. There were almost 20 examples present and they had the premier place right in the center of the huge turf bowl that is the show field. Every variant was there - Mk Is and IIs, 3.8s, 4.2s, and V-12s, roadsters, coupes, 2+2s, automatics and 4-speeds, show queens and daily drivers. The double row of cars had a continual crowd of people checking out the model to model similarities and differences and fantasizing how their favorite would look in their driveway. At least that's what I did.

Other British marques were also well represented, of course. There were lots of MGs, Triumphs, Lotus, and Minis present and one TVR, one AC, one Bentley, and one DeLorean (is that really British?). Some of the usual suspects were scared away by the previous night's TV weather forecasts which turned out to have wrong since the nasty weather and thunderstorms predicted for the area never materialized. Perhaps it was the understated forecasts of a few weeks previous that resulted in the devastating tornados that wreaked havoc on many of the huge trees on the beautiful 26,000 acre campus that made some of us a little gun shy. Attendance, compared to previous years was, thus, down a little. The weather, however, could not have been better – sunny, a little breezy, a bit cool, and NO rain.



The first rank of Spitfires salutes the parade field



Vick Richardson knows how to make his 1975 Spitfire go faster – dual Webers!



Black and Chrome-always a good combination - especially on David Burke's 1965 Spitfire



Open Bonnet salute from the Spitfires

It just proves to go with your gut, especially when missing the event means a wait of an entire year until your next opportunity.

A dozen or so Spitfire and GT6 owners decided not to wait and showed up with some really nice cars. The shine on David Burke's black 1965 Spitfire and the bright chrome accents such as wire wheels, bumpers, etc. attracted viewers all day long. Dick Candler's 1978 Spitfire also attracted a lot of comments for the unusual but interesting brown finish on this daily driver. Bob Bryan's 1970 green GT6+ with its out of the ordinary wheel covers was an interesting variation.

For the past 28 years, 13 British automobile clubs from the greater

Atlanta area have come together to coordinate the show. Not only does the collection of some of the most beautiful and unusual examples of the genre draw significant crowds, but the beautiful, park-like campus of Berry College attracts strollers, joggers, and nature lovers as well. And then, there is the well publicized benevolence of the Club, this year's proceeds going to the Marietta Lyons Club and Rotary Club. Of course, local churches and Boy Scout troops raise money by providing some great lunch and snack opportunities. Speaking of opportunities, Vendor Row offers many of them with parts vendors and cars for sale. You sure can see some interesting things to tempt a chance to add to your collection. ☺



1970 GT6+ of Bob Bryan



Dick Candler's 1978 Spitfire

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# 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???

## Custom Spitfire Convertible



Found on Craigslist, sent in by Art Tuttlebee, Rockport, Texas

Custom Triumph Spitfire convertible  
San Antonio, TX

For Sale is a customized 1968 Triumph Spitfire. It has a 1300cc engine, 3 speed standard transmission.

Rear wing, 1000 watt amp, two 10" subs, CD, flash card and USB drive player. New Battery, new 205-60-R13 tires, rebuilt engine and trans with new clutch/Pressure plate and bearing. New door rubbers and trunk and hood and windshield seals.

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*Hey Doug, what's up with that rear wing & those seat covers?*



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

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](mailto:editor@triumphspitfire.com)

# CLASSIFIED ADS

# CLASSIFIEDS

## CARS FOR SALE



**FOR SALE: 1964 Spitfire Custom**  
Looks stock, body and frame lengthened 8" to accommodate the aluminum Rover 3528cc V8 engine, brand new, 0 miles with 5-speed transmission, professionally built autocross racing front suspension roadster with hardtop, 0-60 in 5.5 seconds, road tested to 140+ mph, \$18,500 OBO.  
Dennis Nickerson, Ventura, California  
**805-290-6117 dennis@survivalsystems.com**



**FOR SALE: 1964 Spitfire Mk1**  
New top, QR steering Rack, carpets, door panels and many body panels. Australian lacewood dashboard, NO RUST Show ready, award winner, includes spare original engine free delivery within 150 miles, longer distances negotiable \$ 7000.00  
Debbie Burleigh, Lebanon, Ohio  
**513-379-9563 billburle1@embarqmail.com**

## CARS FOR SALE



**FOR SALE: 1975 Spitfire 1500**  
New paint, interior, Miata seats, solid cherry dash, Moto Lita steering wheel, new Michelin tires, master cylinder, brake calipers, rotors and pads, alternator, starter, AM/FM/CD player. Over \$4,000 invested. \$3,500 firm  
Mike Lawlor, Coral Springs, Florida  
**954-796-7988 frmlawlor@aol.com**



**FOR SALE: 1975 Spitfire 1500**  
You won't find another Spitfire in Michigan this clean. It has only 29,000 miles (we can prove it). Only driven in the summer. It's been sitting in our garage for 21 years. Factory hard top, tonneau cover, overdrive. Original owners manual and Maintenance handbook. Serious inquiries call. More pictures at: <http://gallery.me.com/oneninner>  
John Gagern, Southfield, Michigan  
**248-420-3552 jgagern@gmail.com**

## CARS FOR SALE

**FOR SALE: 1977 Spitfire 1500**  
Great project car, garage kept for last 8 years. Call for more information. \$3000 OBO.  
Peggy Evans, Houma, Louisiana  
**985-855-3462 pevanssev@gmail.com**

## PARTS FOR SALE



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