TRIUMPH CLUB OF NORTH FLORIDA

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Triumph Club Of North Florida

Special Spitfire Issue

The Spitfire is 50 years old

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Coming Events

September 2, 2012–Pub Club Meeting, King's Head Pub, US1 about 5 miles north of St. Augustine.
http://www.tcnf.org/

September 7-8 – Brits on the Shoals, Rogersville, Alabama
http://www.shoalsbritishcars.org/index.html

October 13 – **British Car Classic MK XXIV** King's Head Pub, St. Augustine, Florida http://www.tcnf.org/

October 27, 2012 – British Car Day, Charleston, South Carolina. British Car Day Charleston. Details next month.

October 28—November 2, 2012 VTR National Convention, Galveston Island, Texas. http://www.kingswayrc.com/txtr/VTR2012/index.html

November 1—3 Southern British Car Club, "Chattanooga Choo Choo" Chattanooga, Tennessee. Norm (772) 567-2231
http://www.southernbritishcarclub.org

President's Corner

Hello TR fans.

I want to thank all of you for your thoughts, prayers, wishes, cards, calls, and flowers. I cherish them all.

Knowing that there is this kind of support and good thoughts from a great group of friends keeps me positive and upbeat, with a goal of getting better as fast as possible.

From what I can see there is nothing on the agenda for September that is local. Our event that we host every other year is **Saturday, October 13th**. I would like to see every member register a car for the show, and drive or drag it to show if possible. A great turnout is always good. Our hosted event at the pub is an event that many people look forward to, so let's not let anyone down.

Sign up; tell your friends and neighbors. We have had cars from all over Florida, Georgia, Alabama, and a few other nearby states. So here's to another good turnout of great looking LBC's.

Contact Norm Reimer, our show chairman, or check the newsletter for registration information. A registration form 1will be on our web site soon.

See you at the Pub September 2nd!

Walt

The Triumph Spitfire is 50 – *Lance Brazil*

Much has been written this year about the fiftieth anniversary of the MGB. It was, and still is, a beautiful example of a sports car. Little has been said about the Spitfire which also celebrates fifty years this October. This article will deal mostly with the Spitfire, since the GT6 did not come into existence until 1966.

In 1955 Standard-Triumph lost its body stylist, Walter Belgrove, after a disagreement. In a chance meeting, a parts supplier mentioned he knew where he could get cars styled and built in a matter of months, rather than years. Upon investigation the Italian designer, Giovanni Michelotti was discovered, and was commissioned to design a replacement for the Standard Eight and the Standard Ten. The car was designed and built in time for the Geneva Show in March 1957.

- *The M on the latches for the bonnet is a tribute to Giovanni Michelotti.*

It was introduced in 1959 as the Herald. It is mentioned here because it was to become the "parent" of the Spitfire. The board approved construction of a prototype, code named The Bomb, in September of 1960. Michelotti provided a number of sketches and the chosen one was turned into a full-sized wooden mockup. A 948cc Herald was used as a basis of the running prototype and the car was delivered to Coventry in October 1960. It was designated X659.

Due to financial difficulties the project was shelved and the prototype was parked and covered. By August of 1961 Stanley Markland was selected to run the company. He saw the prototype in the spring of

1961 and told the Chief Engineer, Harry Webster, to move forward on the project of developing the sports car to compete in the price range of the Austin Healey Sprite and MG Midget.

Early decisions were made to give the car disc brakes and use the Herald rack and pinion steering since it provided the crisp handling required for a sports car. The 948cc engine would not provide snappy acceleration necessary, so the car was fitted with a big bore 1,147cc engine along with twin carburetors. Windup windows were added to give it a marketing edge over the Sprite and Midget. Also it was given a three-piece dash with the instruments located in the center so that the dash could be used for both left and right-hand drive vehicles.

Three additional prototypes were built, numbered X661, X691, and 692. X691 was the first proper prototype and was later developed into the coupe (GT). They were all endurance tested extensively over the summer of 1962.

- *In the early 60's, the aircraft company Vickers/Supermarine wanted to use the Vanguard name for one of its passenger aircraft. They said in exchange they would allow Standard-Triumph to use the name of one of their aircraft names. Standard-Triumph picked Spitfire.*

Spitfire 4

The first public viewing of the Spitfire was at Earl's Court Motor Show in London in October of 1962. It was introduced as the Spitfire 4. Two cars were displayed: a white car with blue trim and a black hood (top) on a turntable and a signal red with black hood and black trim. The white car had the optional (ugh) whitewall tires.

By the end of 1962 only 1,289 cars had been built and in January 1963 an additional 1,250 cars were produced. All of these cars were destined for the domestic market as they wanted to make sure there were no major warranty issues before exporting them.

The Spitfire 4 was produced from1962 until 1965. The number of units produced varies according to the sources, but 45,763 seems to be the consensus. The first units reached the U.S. in early 1963 and Triumph was watching for customer reactions, since the American market was to be an important part of the company's success. Most of the reaction was positive, with the one smudge being the tendency to over-steer in hard cornering due to the swing-axels in the rear. This was only a problem when the car was pushed to its limits. For the majority of drivers, this was never a problem. Several after-market fixes were manufactured by various companies both at home (Britain) and abroad.

Many modifications were made "on the fly" so the cars from the same year might have several different features. In late 1963 Triumph added the option of an overdrive to make the car a little smoother at highway speeds, and most probably, because the Sprite and Midget did not have them. Wire wheels and a hard top became available in 1964.

The Spitfire was to be originally called the Spitfire 4 but was changed to the Mk1. The badges remained as the Spitfire 4.

Spitfire MK 2

The MK 2 was produced from 1965 to 1967. Horsepower was upped to 67 from the original 63 of the Spitfire 4. The interior was changed since the mostly utilitarian upholstery was a major complaint from buyers. Seats were given more padding and contrasting white piping, the metal dash and door tops were covered in leatherette cloth to give it a more elegant look, and the rubber floor mats were replaced with

tufted pile carpeting.

Top speed was around 92 mph, achieved in top gear, not overdrive. Still with this model was the onerous task of having to assemble the top from separate parts, usually stored in the boot.

In 1965, Spitfires came first and second in class at Le Mans.

Spitfire MK 3

The Spitfire MK 3 was produced from 1967-1970. Engine displacement increased from 1,147cc to 1,296 bringing horsepower up to 75. The front bumper was raised nine inches to comply with U.S. regulations and finally, an attached soft top; no more assembly required during the rain.

The only instrumentation change was a new, optimistic, speedometer showing 120 mph. The battery and electrical system changed from positive ground to negative ground which was becoming the norm worldwide. Front disc brakes were increased in size to better handle the added horsepower. Maximum speed was around 95 mph in top gear; around 92 mph with the overdrive engaged.

On February 6, 1968 the 100,000th rolled off the assembly line. The color was Jasmine Yellow and was assembled for the British Market.

Spitfire MK IV

The MK IV was produced from October 1971 through 1972. There has never been an answer as to why Triumph chose the Roman numerals for this model as opposed to the Arabic numerals of the Spitfire 2 and Spitfire 3. Best guess is that it was done to prevent any confusion with the original Spitfire 4.

Several styling changes were made, again by Giovanni Michelotti. The most noticeable was the rear end was squared off and had much larger lights, including turn, stop, and backup.

Horsepower was down to 58 hp in 1971 and 48 hp in 1972, due to emission regulations in the U.S. and to a different, and stricter, method of calculating hp (German DIN system.)

Spitfire MK IV 1500 (USA only)

This model was produced in 1973 and 1974 and was the first use of the 1500cc engine, bringing the horsepower up to 71 and a top speed of 94 mph. Gone was the complaint of the rear wheels tucking under in hard cornering. This was accomplished by a different transverse leaf spring, using a swing arm arrangement that allowed four of the five leafs to move laterally in hard cornering turns.

Another change in 1973 was the addition of the Laycock J-type overdrive. This was mainly to increase commonality with other Triumph models. Also added at this time was the wood veneer dashboard and cleaner, easier to read gauges.

Spitfire 1500

The Spitfire 1500 was produced from 1975 through 1980. It was the last model of the Spitfire. BLs introduction of the 1500 seemed to be a comedy of errors. Instead of introducing the car to the rest of the world in The Earl's Court motor show in October, which all other carmakers did, they waited three weeks and displayed a 1500 at the Turin Motor Show with no advance warning to the press.

Differences were subtle. Gone were the chrome badges on boot and bonnet. Instead there were decals on each. The dash now had a seatbelt warning lamp along with a hazard lights switch. This model also was the first to have an electrical tachometer instead of a mechanical variety. Loop pile carpeting replaced the tufted pile of earlier models.

The engine now had twin SU carburetors and 9.0:1 compression ratio; giving 71 hp. Cars destined for the U.S. had a single Zenith Carb and 7.5:1 compression ratio and 57 hp. The final drive ratio was changed to 3.63:1, allowing the Spitfire to have a top speed of 100 mph.

Due to increasingly stringent emission regulations at home and in the U.S., Triumph was unable to make the car meet regulations and have a fun car to drive. Financial difficulties at BL also played a big part; a few of the final models were equipped with an 85 mph speedo, again because of Federal regulations in the U.S. My 1980 Spitfire was one of those to receive this speedo.

- *During the last years of production, slightly less than 90,000 Spitfire 1500s rolled off the assembly line.*
- *The Spitfire outsold the MG Midget and the Austin Healey Sprite every year except one: 1969.*
- *The last Spitfire produced was an Inca Yellow hardtop for the British market in August 1980 and is now in the Heritage Collection.*
- *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.*
- *According to Sports & Exotic Car magazine, 317,342 Spitfires were produced before the final car was made.*
- *The six-cylinder engine was never fitted to the Spitfire because it was felt it might siphon sales from the more expensive TR6 and GT6.*
- *Some people have created a SpitSix by installing a GT6 engine in a Spitfire. Read Scott Lowden's Spitfire story on page 11.*
- *The early (round tail) Spitfires share their windshields with the TR-4, TR250 and TR-6.*

Chronology of the Spitfire

September 1960 – Construction of new sports car begins, code named The Bomb.

July 1961 – Leyland, which had acquired Standard Triumph, OKs Production.

October 1962 – First public viewing of Spitfire at Earl's Court Motor Show in London.

December 1964 – The Spitfire 4 MK 2 introduced for 1964.

March 1967 – Mark 3 with raised front bumper and 1.3 liter engine is introduced.

February 6, 1968 – The 100,000 Spitfire, a Mark 3, rolls off the assembly line.

October 1970 – Restyled Mk 4 announced, production begins later that month.

July 1973 – The 200,000th Spitfire rolls off the assembly line.

November 1974 – The last Mk 4 is built. The Spitfire 1500 is announced in December.

September 1975 – The 1976 Spitfire goes into production with square hole wheels borrowed from the Austin Marina.

March 1977 – Hounds tooth upholstery introduced as the standard interior fabric.

September 1978 – Last chrome bumper Spitfire produced.

August 1980 – Last Spitfire rolls off assembly line. It was Inca Yellow and now is in the British Motor Heritage Museum in Gaydon, England.

Specifications*

Model	Years	Engine	Horsepower	Torque
Spitfire 4	1962-1965	1,147 cc	63@5,750 rpm	67-lbs.ft @ 3,500 rpm
Mk 2	1965-1967	1,147 cc	67@6,000 rpm	67-lbs.ft @ 3,750 rpm
Mk 3	1967-1970	1,296 cc	68@5,500 rpm	73-lbs.ft @ 3,000 rpm
Mk IV	1971	1,296 cc	58@2,200 rpm	72-lbs.ft @ 3,000 rpm
Mk IV	1972	1,296 cc	48@5,500 rpm	61-lbs.ft @ 2,900 rpm
Mk IV 1500	1973-1974	1,500 cc	71@5,500 rpm	82-lbs.ft @ 3,000 rpm
1500	1975-1980	1,500 cc	48@5,500 rpm	61-lbs.ft @ 2,900 rpm

*Numbers from *Sports & Exotic Car* magazine, August 2012 issue. Other sources included *Triumph Spitfire and GT6 The Complete Story*, James Taylor, Crowood Auto Classics Press, and various internet Web sites listed below.

Performance

Model	0 – 60 MPH	Top Speed	MPG
Spitfire 4	15.5 Sec	92 MPH	31/35
Mk 2	15.0 Sec	94 MPH	30/34
Mk 3	13.6 Sec	95 MPH	31/36
Mk IV	15.9 Sec	97 MPH	32/38
Mk IV	16.3 Sec	95 MPH	32/38
Mk IV 1500	15.4 Sec	94 MPH	31/36
1500	14.3 Sec	101 MPH	30/35

Production Numbers

Model	Years	Built
Spitfire 4	1962-1965	45,763
Mk 2	1965-1967	37,409
Mk 3	1967-1970	65,320
Mk IV	1971-1974	70,021
1500	1975-1980	98,829
Total		**317,342**

- In the 70's a print advertisement featured a Spitfire car in front of the Spitfire airplane. The ad was not successful due to the fact most looked at the plane instead of the car.

Values (USD $)

Model	Years	Low	Average	High
Spitfire 4	1962-1965	3,000	6,500	10,000
Mk 2	1965-1967	3,500	7,000	11,000
Mk 3	1967-1970	4,000	7,500	12,000
Mk IV	1971-1972	2,000	5,000	8,000
Mk IV 1500	1973-1974	3,000	5,500	9,000
1500	1975-1980	4,000	7,000	10,000

Prototypes of the Spitfire

There were four prototypes of the Spitfire, code named **The Bomb** during development. Designed by Giovanni Michelotti of Italy, the Spitfire was aimed at the U.S. Market. The board approved construction of a prototype in September 1960.

The first was X659 completed in October 1960 using cut-down Herald chassis with a 948cc engine. By the time of delivery to Coventry, Triumph was having financial difficulties and so the project was shelved temporarily.

The second was X661, made from a shortened Herald Coupe with an 1,148cc engine was produced late in 1960

The third prototype was X691 produced in the spring of 1962. It was later used for testing fuel injection and exhaust emissions. Don't we wish the fuel injection had gone into production? It was also used in the development of the GT coupe.

The final prototype was X692 in the spring of 1962 with an 1,147cc engine.

An early production decision was whether or not to use a fiberglass or steel body. Since there was not a lot of expertise in fiberglass at the time, steel won out. Another early decision was about brakes. Austin-Healey Sprite, launched in 1958, had drum brakes all around. It was decided that to use disc brakes in the front as on other TR models would give a marketing advantage.

Wind-up windows were added in lieu of side curtains used in earlier TR models. Center mounted instruments were used in order to use the same dash for left or right drive models.

The first public viewing of the Spitfire was at the Earls Court Motor Show on October 17, 1962. All of the first cars were destined for the domestic (U.K.) market where they could be monitored for problems. In 1963 exports began after Triumph was sure that no expensive warranty claims from all over the world would emerge.

Resources

48 hour Spitfire Rebuild (Time Lapse)

http://www.youtube.com/watch?v=i5dlat2xE2U&feature=related

Wheeler Dealer Spitfire

http://www.youtube.com/watch?v=ZcyIt0tQ0Nk&feature=related

http://www.teglerizer.com/ Paul Tegler's Teglerizer (Great site for Spitfires)

http://www.triumphspitfire.com/ Spitfire & GT6 magazine

http://youtu.be/daVDrGsaDME Stop motion Rebuild – Spitfire Engine

http://www.victoriabritish.com Victoria British Catalog (Parts)

http://www.mossmotors.com/ Moss Motors (Parts)

http://www.spitbits.com/ Spitbits (Parts)

http://trf.zeni.net/featurespitfire/?s_wt=1024&s_ht=768 Roadster Factory (Parts)

http://en.wikipedia.org/wiki/Triumph_Spitfire Wikipedia article on Spitfires

http://triumph-spitfire-cars.blogspot.com/ Spitfire Blog

http://auto.howstuffworks.com/1963-1980-triumph-spitfire.htm Spitfire History – factory

http://www.nasshq.org/ North American Spitfire Squadron

http://www.britbits.com/ British Parts

https://www.universaltire.com/ Vintage Tire Distributor

TCNF Regalia

Shirts: Quantities are one except where noted

New Style $15 Each

2XL	XL	L	Med	Small
2 Red	Dark Blue	2 Gray	White	White
Dark Blue		Red	Dark Blue	Gray
2 Black		2 Maroon	Black	Dark Blue
Gray		Dark Blue	2 Maroon	Maroon
White		Dark Green		2 Black
		Black		

Shirts:

Old Style, Embroidered, $15 Each

XL	Medium	Small
White	Maroon	White
		Red

Hats:

$10 Each

2 Royal Blue
2 Navy Blue
2 Green
3 Bone
1 Beige
2 Black
3 White

My Spitfire History

Scott Lowden – TCNF Member

The first time I remember seeing a Spitfire was when I was 10 years old and in 5th grade at Brainerd Elementary School. Now I know that it was a Powder Blue MK I Spitfire with the top down that went blasting by me, but then it was just the coolest car I had ever seen! Seven years later, my first car would be a red 1969 MK III. I bought it for $500.00. After failing NJ State Inspection, I took it to a shop and they told me it would be $600.00 to fix it! So I went to the local Beck/Arnley parts store and bought my first (of many) Repair manuals and got it passed inspection.

That car was with me for several years and some of the highlights where:

- I was driving to school when a new Porsche 924 passed me on the highway. I took off in hot pursuit (to show him who was boss) until the car was shaking so hard the radio vibrated out of its mount!

- I joined the SCCA and took the Spit to many races in the NE.

- My Spitfire did actually *spit fire* when the alarm my friends installed shorted out.

- Split a piston drag racing my friend's Corvette. Blew small piston parts and oil all over the front of his car!

The Spitfire was replaced with a 1969 GT6+.

Passenger's side rear wheel fell off on my way home from picking it up.

- Thought I lost the middle part of my vision when driving home one night and both bonnet latches released and bonnet rose up about 6 inches due to vacuum and the perfect speed. I saw gauges below and stars above with a black stripe between them!

- My brother in his MGB and I went thru NJ Inspection at the same time. It was a two lane large open building. The Inspector asked me to rev my engine to check for exhaust leaks. I gave the throttle a good whack and it sounded great echoing off the walls of the empty building. My brother from the other lane yells "What was that? - a Jet? Inspector checked the fail box. I then yelled to his inspector that he had his battery under the blanket on the passengers side floor (the two 6 volt batteries had failed and he had wired a 12 volt but they did not fit in the battery trays). His inspector checked off that box as a fail. The abuse between us went through out inspection processed and we both failed miserably but laughing the whole time. We never went thru inspection together again!

- Driving home from work in a snow storm the oil cooler hose split. Spray of oil thru the hood vent and

shut it off. I bypassed the cooler with the good hose, put in 2 quarts and headed out frozen solid. Got to my exit off of 295 only find a plow had just gone by and there was a 3 ft wall of snow. I hit the wall at 50 mph and broke thru with an explosion of snow. It sputtered to a stop within 100 yards. Crawled out and lifted the bonnet only to find an almost perfect white snow plug of the inside of the bonnet. Digging down to the engine and wiring, connecting and drying things got it going again. Long drive home!

- I "might" have cut the pickup truck off at one of NJ famous traffic circles on my way to pick up a blind date one cold winter night, but he was carrying this a bit too far. I could not pick up the girl with the pickup glued to my tail with headlights flashing. I decided to pull off the road to settle this dispute. At the time I was 6'2" and weighed in at about 150lbs soaking wet, but I did have my heavy winter jacket on. I guess the sight of a huge crazed giant climbing out of a tiny car carrying a tire iron was enough to end this little game.

- I was taking the body off a 1969 GT6 parts car by myself in the remote garage I rented. The long 4x4 board I used to lever the body off the frame started to crack. I tried to slowly drop the body back on its mounts but things started to happen quickly. Next thing I saw was the rusty front edge of the rocker panel ripping through my jeans pinning my leg on the front tire. I felt the trickle of blood running down into my sock but I couldn't stop laughing. These cars have had me pinned finically and mentally for years, but this was the first time physically! Eventually I was able to reach a wrench, with that I reached a screwdriver and continued until I reached a crow bar. Finally got under the body and freed myself. I then had to drive my real GT6 home using my right foot on the gas, brake and clutch because the left leg was not working very well!

Bought a 1969 GT6+ D production racecar

In college with no money, I decide this was the perfect time to by a racecar! Stealing parts off my street car, solid axle trailer towed with the old family station wagon was a perfect storm for disaster. First time out I took the car to Pocono speedway for a SCCA Solo 1 event. I had completed a "Skip Barber Racing School" just weeks before, so I was ready to drive! The red mist took over and my first lap out (on old cold slicks) I headed into the first turn of the short course and used the same braking and turn in points as I did in the Formula Ford.

Fortunately there was a huge runoff area and when I came to a stop I saw my corner worker friends signaling what appeared to be a "P" with his arm and body. I knew that a "W" meant wrecker, but was later informed that the "P" was for psychologist because anyone who thought they could do the same with an old ragged out GT6 racer as they could with a new race car was nuts!

The second time out was to a driver's school at Lime Rock with my brother. The car was power oversteering everywhere and I was planning a sway bar change after lunch. The oil flag was displayed after a Porsche lost an engine on the downhill right hander leading to the main straight. After a few laps the flag was taken down because we all knew it was there, again the red mist took over. I remember spinning off toward the Armco thinking, I hope I don't hit with the bonnet and I hope I don't hit the left rear as this was before fuel cells were required and my stock metal tank had been wrapped in fiberglass by the previous owner.

Thankfully I did hit the right rear. I climbed out of the car and the corner worker told me that I had hit

the same spot as a pro driver hit a couple of weeks before. My brother came running over after the session ended with our camera in hand so I asked if he got any "Action Shots". He said he dropped the camera when he realized it was me. I told him I was not going to do it again! On the drive home we went through a toll both with the same toll taker as we had on the way up. He took one look at the car and told me that he did not think that I won!

Its last outing was at Atco Drag way at a Hurst Performance "Blowup your car day." I have the time slip of 15.88 at 98mph!

I still have parts of that car on my current car.

Bought a 1968 Spitfire G production racecar

I went to work for Fairgrieve Foreign Car Service in NJ partially because he was building a G production racecar. My friend and I bought the car a few years after I had moved on and Jim decided to close the shop. I moved to Florida and we flat towed the car and a mountain of parts a few years later. The car moved with me a couple of times until I met my wife and we bought a house. Finally after many years of hibernation, it is finally working its way back to street use.

TIMING SPROCKET MARKINGS OR LACK THEREOF

Charles Fenwick – TCNF Member

I recently discovered Moss Motors YouTube Videos on how to fix various things and products for our British cars. The videos explain everything from how to troubleshoot engine problems using a vacuum gauge, to the cause and cures for vapor lock. The video that caught my attention was the one on timing sprockets. It explained that timing sprockets are made to fit several cars but the markings are different.

In order to keep cost and inventory down, sprockets sets may not have markings on them. The video shows how to time the car and mark the sprockets even if the old set was discarded, however this will require a timing wheel disc and a tool that goes into the spark plug hole. Some individuals also found that the old sprockets were not marked, thus could not be used as a direct reference once removed. This is a video worth watching and saving if a timing chain and sprockets is in your future.

While we are on the topic, allow me to share my tips. I use the finger nail polish to mark lines across a timing chain / belt and sprockets and then transfer the lines to the new belt or chain. I use the finger polish method even when I have the marks. This should also work for marking new sprockets by putting the new one on top of the old before removing.

Once when I was tightening down a cam ladder on a Triumph motorcycle, I noticed the overhead cam had jumped a tooth; a problem that I quickly noticed thanks to the finger polish markings. On another occasion, I had a camshaft move a half tooth in the course of removing a timing belt. Again, the markings allowed me to catch the problem and I was able to determine exactly which tooth to use during timing belt installation. A link to Moss Motors Part One Timing Marks:

http://www.youtube.com/watch?v=bvg1RKqexco&feature=plcp

Guest Columnist, Dan Parrot

I've been a Georgia Triumph Association (GTA) member for about 3 years now, but I haven't been able to make many GTA meetings, perhaps because I live 250 miles away in Savannah, Ga.

Anyway, I currently own a 1980 Spitfire, painted metallic Brandywine red with the mostly stock interior, and a non-stock engine. There are not many LBC's in the Low County around Savannah, Georgia. Not quite enough for our own Triumph or even British car Club.

I purchased my Spitfire in November 1999 from Paul Tegler of Maryland. I found the car, then named "Rat" for being in such a "ratty" shape, from his ad at 'www.SpecialCar.com". What attracted me was the running condition, no rust, and the working overdrive (and a reasonable asking price of $1800, including a hardtop!) He had purchased the car locally to get at the working overdrive and other parts, but after looking at the no rust, otherwise mostly-original clean car (still had the original Lucas fuses!), he decided to try to keep this one on the road. I'm glad he did.

Anyway, my understanding wife and I drove up to just outside of Baltimore, MD to look at the car and to close the deal. A friend of mine from Baltimore had already looked at the car and pronounced it "as advertised.' Running but needed a lot of work and TLC. With emphasis on the work.

After hassling with the local U-Haul dealer ("what kind of car is a Spitfire, anyway? I'm not sure if I can let you rent a tow-dolly until I'm sure that the Spitfire will fit!), we went to Paul's to exchange title for cash and to load the car onto the tow dolly. Known work to be done: repair right bonnet fender, replace the interior, repack both front wheel bearings, and rebuild the master cylinder (mushy brakes). So I figure, another grand and I'll have a great little car to tool about the city. Or so I thought...

This wasn't my first experience with Triumphs. I owned two before. A 1966 Mk II Spitfire and a 1973 TR-6. Like others, I had to give them up when the kids arrived, but with both my kids out of college, I was ready, (and had the disposable income) to start up the hobby again.

Chapter One: Getting it back on road again.

During the month of December, I was able (with the help of Victoria British) to rebuild the Brake master cylinder, both front wheel bearings, added some new rubber bushings for the anti-sway bar, and rebuilt the brakes all around (new cylinders and seals). By the New Year 2000, I was ready to roll her out for "Rat's" inaugural run to Tybee Island, Georgia, (about 6 miles away).

The top was down and she ran fine. I had my brother-in-law with me for the New Year (and the Millennium) celebration. He has had a few LBC's in his past, and was happy to join me. Perhaps it was my enthusiasm for getting back on the road that led me to just jump in the car and to hit Hwy 80 without a thorough check-out. She ran smooth with no hiccups or stuttering. I did notice a whine in the diff, but that was the only new issue that arose as we hit the Tybee Causeway.

We made to the Island without a problem. I noticed that the fuel gauge was way below a quarter tank. I really didn't know if the tank was near empty or if the gauge wasn't working, so I filled up the tank at the first station on the island. As we drove down to the south tip of the island, we started smelling gasoline, real strong. Suspecting a leak in the fuel line, we headed back home.

When we arrived, I popped the bonnet, expecting to find one of the fuel lines dripping. Not so. When I opened the boot, we both jumped back in horror. The gasket for the fuel tank sending unit was bad, and was sending a stream of raw gas (had a stream just like a little boy peeing) onto the floor of the boot. With the hot muffler just below, we saw gas fumes rising, just looking for a source of ignition!

I grabbed some handy rags and soaked up the fuel and threw them aside. I had some "JB Weld" handy and plugged the leak. I disconnected the fuel line from up near the fuel pump and allowed the fuel to flow into a small gas can. Once the level was below the sending unit, the leak stopped. Tragedy (and calamity) averted! I wonder if I can self-nominate myself for a GTA Bozo Award for this.

Chapter 2. Showing Off.

A few weeks later, after a new gasket for the fuel tank stopped the leak for good, I was ready to take the car to work to show it off in the "before" condition, prior to any major restoration work. It was only 9 miles to the office, and another 10 miles to a big meeting (at the Mighty 8th Air Force Museum, here in Savannah) where a bunch of co-workers could "ooohs" and "aaahs" at my new project in the parking lot.

I was almost there, running about 65 miles an hour on I-95 north bound, and I noticed a sharp drop in power. I took my foot off of the accelerator, and saw a puff of white smoke out the tail pipe in the rear view mirror. The car then just shut off. It was just then that I noticed that the temp gauge was pegged at the "Hot" side of the gauge! I just wasn't in the habit of watching the gauges like I used to, and by the time I noticed, it was too late.

Coasting to the shoulder, I opened the bonnet and found the problem. The Zenith-Stromberg choke center screw was loose (who would think to check this?). This allowed the whole choke assembly to turn. The heater hose that was connected to the water choke had rotated enough to come up against the sharp edge of a hose clamp and with a few miles, cut a nice little hole in the heater hose. Being that it was mid-January, all of the water spilled out, overheating the engine.

After cooling down, I got some water from the nearby ditch and plugged the heater hose with a couple of bolts. I got it started enough to get it to the meeting, but instead of showing off the cars to my friends, I ended up showing the car as it was towed away to my local repair shop.

I had blown a head gasket. But it could have been worse. After a week in the shop, I had the car back in my garage, with a realization that I needed to go through each and every system to make sure all was working well before I would strike out again. Now was the time for the car's first restoration!

Chapter 3: The Restoration Begins.

Back in the garage, I decided to start the restoration, and to not to expect to drive until I've inspected, rebuilt, replaced every worn part on the car. I stripped the interior down to bare metal and tossed the old carpet and all vinyl panels. I purchased a new hood and a new interior kit from VB, along with new cockpit and door panel I started into the bodywork, and cleaned out Wal-Mart and Pep Boys from their entire stock of spray aircraft stripper.

With the car fully stripped of paint, fenders, body trim, lights and chrome pieces, I sent the body off for the replacement of the front right fender panel and full paint job.

While the car's body was being worked on, I re-veneered the dash and replaced the seat foams and recovered the seats (again, courtesy kits from VB).

I got the car back from the body shop and went through each of wiring connections, re-soldering all of the bullet connectors. I sorted out all of the electrical bugs that would cause the headlight to dim when I hit the turn signals. I replaced the carpets (this time from Spitbits), and redid the cockpit, door panels and wheel arches to match the seats. The car was beginning to shape up nicely. Except for the paint job.

Upon close inspection, I noticed a lot of "fish eyes" (water droplets in the paint) and unpainted areas under the wheel arches and under the bonnet in the new paint job. The body shop promised me a clear coat-undercoat system, with at least three layers of clear coat. I didn't get what I paid for. Plus, I wasn't really happy with the color, a duller version of the stock Carmine Red. So back to the body shop it went.

This time, I selected a Brandywine red with gold under layer, then with three layers of clear coat. I went to watch as each layer was laid down, just to make sure. This time, the quality was much better. The paint would shine like a ruby in the sunlight.

It was the end of May 2000 by the time I had worked through most of the known problems. The operative word is "known".

My brother in law was in town again and we decided to revive the Tybee Run another time. We got about 2/3rds there, and the car died. For some reason it acted like it was out of fuel. While I started by trouble-shooting routine, my brother-in-law started walking down Hwy 80 the remaining mile to the nearest gas station. Within 15 minutes, I had traced the problem to the fuel pickup line inside of the gas tank. I guess that there was too much rust in the tank, after so many years of non-use, that the pickup line was clogged.

Just in time, my brother in law arrived with a gallon of gas in a small plastic gas can. We verified that the engine was ok when we poured a bit of fuel into the fuel line at the fuel pump and the car ran, for a few seconds. In the boot, I pulled the fuel line from the filter and stuck it into the lid of the gas can. The fuel line was a good fit for the spout. We got back in the car, and after a crank or two, the car started right up! We made it back home where I already had a spare fuel tank from e-Bay, ready for installation.

About a month later, my wife and I were out again at Tybee, seeing some friends. It was after dark when we headed back home. After a mile at highway speed, we started hearing a high-pitched squeal from under the hood, faint at first, then louder and louder. Sparks started flying from under the left hand side of the bonnet! I turned off the engine and pulled to the side of the road.

Under the bonnet I could tell that the original Lucas Alternator had bit the dust, with the bushing seized. Still three miles from home on the busy highway, how do I get myself, my good, patient wife and my Spit home?

Luckily by then, I had started carrying a full complement of tools and spare parts in the boot (and upgraded to AAA-Plus). I got out my handy $9/16^{th}$ box-end wrench, loosened the hold-down bolt for the alternator, just enough for the fan belt to slip over the pulley easily, but still enough to partially engage the water pump. The car started and we made it home for the last three miles in the dark (parking lights only), closely keeping an eye on the water temperature gauge.

As I said later, the more I take the Spit out, my wife's estimation of me (being able to troubleshoot and fix things) is going up, while her estimation of the Spit has been going down.

Chapter Four: More Engine Troubles.

With everything seeming to work, I decided to take the Spit (now named "PJ" for "Pride and Joy") out for a full-day trouble-shooting run around Savannah. I picked out a route that had highway, Interstate and some stop-and-go traffic city traffic, about a 25-mile round trip route. I picked a weekend in mid-August, thinking that the high heat would be a good test of all of the cars systems.

After about three cycles, I noticed that the car would run fine on the highway and Interstate, but would

stumble after I had been idling for a while at a traffic light. With a lot of blue smoke, I would eventually be able to get the car to cruise at about 40 miles an hour between the lights, but if I was stopped at a light for a minute or so, blue smoke started pouring out the tailpipe, and the engine would start to stumble.

Assuming that the stock Zenith-Stromberg carbs were the culprit, I ordered a Weber downdraft kit from Spitbits. After it was installed, I did the same run without any blue smoke and engine sputtering. All was well in the world. (Or so I thought).

A couple of months later, my wife and I made it to our first British Car Show in Charleston, SC (about 2 hours away). "PJ" won first prize for the Spitfire class, mainly because we had the only restored model out of seven entries. We made it there and back with no problems. It was only after we returned did I notice that the dipstick hole was spewing oil! Oil was everywhere on the right side of the engine and down the drive train. What in the world could be causing this?

Inquiries on the web and other places led me to do a compression test on all four cylinders, under both dry and wet (with a shot of oil) conditions. What I found was interesting: a full 150-psi at the front #1 cylinder (both wet and dry), and only 90 psi at the rear cylinder (dry) and 140 psi (wet). This series of tests resulted in concluding that I had worn rings in the #4 cylinder, leading to excessive blow-by, pushing the oil out of the oil pan and out the dipstick!

The installation of the Weber may have solved the stalling problem, but did not address the underlying blow-by problem. With the Zenith-Stromberg carbs, the engine-blow-by gasses are sucked up through a port in the intake manifold, under full vacuum. Too much blow-by into the engine was causing the spark plugs to foul on the excess blow-by gasses, causing the stumbling after a few minutes at a stoplight. At highway speeds, there was enough volume of air into the engine where the blow-by did not affect the engine performance. With the Weber, engine blow-by gasses are introduced at the bottom of the air filter, where there is less than full vacuum present. With less blow-by being sucked back up by the engine, more blow-by has to escape the crankcase, pushing out the oil. Time for an engine rebuild!

Again, with an engine rebuild kit from Spit Bits, I had the engine rebuilt with new oversized piston and rings, new rod and main bearings (tacking the troublesome thrust bearing in place while we were at it), a new clutch, new throw-out bearing, new timing chain and camshaft, a valve job, new freeze plugs and gaskets and a variety of miscellaneous new parts to boot. Good as new. Almost.

Chapter Five: Living with my Spitfire.

Since then, I've had a variety of little problems come up, each taxing my patience and troubleshooting abilities. Since then I've had:

November 2000: On the way to work one morning, one of the push rods wore out and fell from under the rocker arm. This stopped one cylinder from getting any new fuel/air. The fix? A new push rod installed with the proper clearances.

May 2001: Both rear axles started the famous 'Tick-tick-ticking' at low speeds, indicating that the inner needle bearings have worn into the stub axels. Two new half axels with new bearings solved that problem.

June 2001: Having not driven the Spit for a month, I get in for a quick ride to the Southside of Savannah. Guess what? No brakes! A puddle of brake fluid on the floor mat! Cancelled trip! A new master cylinder from e-Bay. While I was at it, I sprung for a new clutch master and new clutch slave cylinder. While I was at it, I upgraded to DOT 5 Silicon brake fluid all around.

October 2001: One day in September, I noticed that the water pump started weeping water. I thought that it could wait. Took it on a trip to the Savannah River Lakes, 120 miles each way. It didn't last the trip home. I got stranded outside of Springfield, GA, less than 60 miles from home. Came home on the back of a

tow truck, only two hours late. (Thanks, AAA!)

May 2002: Getting ready for the 2002 British Car day in Chateau Elan, Georgia, I swapped out the cheapo Pep Boys rebuilt alternator (the engine would die if I was driving at night and turned the turn signals on) with a Lucas alternator purchased from e-Bay, then professionally rebuilt by a friend. In a hurry the evening before I was supposed to depart (do you see a pattern here?) I didn't tighten up all of the bolts for the alternator, and apparently also didn't fully secure the radiator cap. About 15 miles from the small rural town of Sparta, Georgia, (150 miles from home) the alternator light turned on and the engine starting getting hot. I coasted to a stopping point and found that the lower alternator bracket nut had worked its way off, allowing the bolt to move forward about two inches from the vibration. Coupled with the fact that the upper bracket wasn't tightened either, the whole alternator assemble moved forward about three inches and downward about one inch, allowing the fan belt to fall off.

Luckily, the fan belt was still with me, resting on top of the rack and pinion steering and the radiator. I tightened the upper bolts (like I should have done in the first place), and found a spare nut and some washers for the lower bolt in my tool bag and reinstalled the fan belt. I ended up having to cross-thread the nut onto the bolt for it to stay on. I filled the radiator for some of the lost coolant, and was able to make the remainder of the 80 miles with no problem, watching carefully all of the gauges! Just wiser from now on to not to feel rushed again! Take my time and do it right the first time. Another Bozo award?

May 2004: All ready for the 2004 British Car Day. Completed the front suspension upgrade. All packed up, ready to go. Got the car out to the condo parking lot and let it idle. After about 15 minutes of moving cars, locking doors, etc., I got back into the car, ready to go. I barely touched the gas pedal and the engine died. Right there. No go. Nada. I checked the fuel delivery, all ok. Checked the spark. Wasn't getting any. After an hour waiting, my still patient wife was ready to depart in her TSV (Triumph Support Vehicle). I gave up. I was thankful that the Spit didn't wait until it was in the middle of Georgia before it quit! I got in my other BBC (Big British Car, a Jag S-Type) and followed my quiet wife to Athens, GA, our stop on the way to the British Car day at Chateau Élan (Braselton, GA.) While I was away, I got my mechanic to take a look at the car, still in my driveway. It turns out that it was the Pertronix Electronic Ignition Control module had died for some unknown reason. We ordered a replacement part from VB.

I came home and the car was already fixed. I got in and the car started right up. I drove to Road Savannah, where my mechanic, Larry Mallory, (chief, cook and bottle washer for the one-man shop) was ready for me to cut him a check for his services. (Isn't cool that he would do the work at my home, and wait until I came back home to settle up?

Anyway, the car was idling nicely outside of his shop, and I was checking my Blackberry for work email while I let the car run. Then the car died. I waited; it restarted, ran for 30 seconds, and died again. Larry came out to check things out. We restarted the car several times, only to have it stop after a minute or so. We were checking the coil output, and saw the voltage drop to zero on a voltmeter just before the car would die. After about 10 minutes of this trial and error approach, we noticed smoke coming out of the distributor!!!! We shut everything down and removed the new Pertronix Ignition Control Module. It had a burned hole in it! I left for work, somewhat disgusted.

Well, we later found that after the car (and the coil) would warm up, there would be an occasional heat-related spike in the voltage from the Mallory coil, up to 60 volts! One of these spikes killed the both ignition control modules (at $109.00 each). A third Pertronix ignition control module, along with a new stock Lucas coil, solved the problem. (I hope.) So far, so good.

Chapter Six: The Other Improvements.

These are the things that I've done to the car to increase its reliability and drivability:

New dual Monza exhausts. Sounds nice!

Added a cassette stereo unit with speakers front and back. For the front, I fabricated new kick panels to hold the 9-inch Sony speakers. For the rear, two holes in the rear cockpit panel works nice, especially with the hood up.

New Differential: To get rid of the whine at all speeds.

New rear leaf spring: Found a broken leaf when replacing the differential.

GM-Delco Alternator. Following Paul Tegler's web site, I replaced the rebuilt Lucas unit with a much more powerful Delco unit. No more low voltage (or amperage) gremlins.

Mallory Coil: I replaced the stock Lucas coil for the chrome-plated coil. Looks much cooler! See above, May 2004.

Replaced the stock exhaust manifold with a stainless steel Bell 4-2-1 header from Spit Bits. Had it ceramic coated a near-chrome (inside and out) by HPC Coatings. Cooler! (Both in looks and temperature).

Added a roll bar and roll bar cover. This required modifications to the tonneau cover. New holes, snaps and Velcro did the trick (with a professional upholster, of course). Safer!

Replaced all seat belts and webbing. 24 years is too long for something this important!

Added a third brake light, more eye level, embedded in the roll bar cover.

Replaced the stock bonnet prop with two gas filled shocks, per Paul Tegler's website. It's sure nice to pull the bonnet open half way, and have the gas shock carry the bonnet the remainder of the way!

Front Suspension: Replaced the upper ball joints and trunnions. Replaced the lower tie rod ends. While I was at it, I powder coated the upper and lower A-arms, the upper ball joints, the tie rod ends, and both the spindles, all jet gloss black. I also powder coated the springs a chrome color, and painted the front shocks red. Everything under the bonnet is black, silver (chrome) or red.

Brembo cross-drilled rotors.

Mk III front Springs (lowers the front end about an inch).

Front and rear stainless steel brake lines.

Optima battery.

Solenoid.

Replaced the stock door caps with matching wood veneer.

Motor Mounts.

High-torque starter.

NOS front rubber bumper cover (from e-Bay).

NOS rear tail light sets.

Dual Smiths oil-temp gauge. (Thanks, Paul, for the guidance)

Flat black trunk mounted luggage rack and spoiler.

Engine-turned aluminum valence panels for the engine.

ABS plastic boot panels with courtesy lights.

Replaced all rubber bushings with polyurethane bushings, with new suspension bolts throughout.

Black and aluminum powder-coated valve cover. Reduces the valve train noise. Looks nicer than the stock.

Quick-ratio rack and pinion steering rack and polyurethane bushings.

Oil Cooler.

Panasports 14x6 rims with matching new tires.

Gas shocks for lifting the bonnet

Install a new mahogany steering wheel from eBay

Well, it's 2012 and Think that I've finally sorted everything out. I haven't been broken down or have to visit the shop in over 5 years. I attend the Charleston British Car Day every year in October, and I've attended the VTR Southeast Regional in 2007 (placing first in class) and the VTR National (placing second in class) in 2010.

What drives me? I don't know if I mentioned that my career was in Engineering. And, as Miles O'Brian once said "I'm an Engineer, we fix things!" The British cars that I have owned over the past years have given me plenty of chances to have things break just so I could troubleshoot and repair them!

My current project is a frame-off Spit Six with a low boost supercharger, 5 speed Type 9 tranny, a Quaiff limited-slip differential and Toyota rear half axels. I've been working on it for four years now, but I'm not in a hurry. Being retired, the Spit Six gives me something to chew on in my "Man Cave" and out of my wives hair. I've completed the drive train and body work, and am just about ready to give it a final coat of high-build primer. Then, it will be shooting the Brooklands Green final coat, reassembling the body on the frame, wiring and the interior. Maybe by this October, it will be ready for this year's fall car shows!

There is nothing like tooling down the road "trying to loosen my load" with a LBC under control. But like life, isn't "being in control" just an illusion?

My Spitfires

Lance Brazil

My first Spitfire was a vermillion red 1977. At the time I lived in Columbus, Ohio and bought the car at the tail end of winter. During the time I owned it, I drove it to Alabama a couple of times and to Fort Walton Beach, Florida once.

It was reasonably reliable in that it was only about five years old at the time so I did not do much in the way of repair. It came with a hard top which I quickly removed and stored in the garage.

It did have one idiosyncrasy that was always embarrassing. Often on start up from a stop, it would go a few feet and die momentarily only to start up again immediately. I could tell the problem was electrical because the tachometer would drop to 0 and as soon as I let off on the gas it would pick up again. I found that if I pushed in the clutch as it started to die, I wouldn't look like a complete neophyte with a straight shift.

As the following winter approached I decided to sell the car because I couldn't face below zero temperatures in a car that had a marginal heater (in summer) and nonexistent one in the winter.

As I was getting it ready to sell I removed the distributor cap to replace the rotor button. There was a ribbon cable in the distributor with, I think, four leads. I moved it and found the trouble. All four leads were broken internally but being held together with the insulation. When the distributor moved, they would separate and when the engine died they would come back together.

My Current Spitfire (Toot-Toot)

In June 1986 as I was driving past a car dealership I just happened to see the car at the back of the lot waiting to be sent to the auction. I went in to look it over. Immediately I had a salesman beside me wanting to know if I was interested, I told him possibly. He said the price was $3995. I started to walk away and told him that was way too much. He said how much was I willing to pay and I said I might go $2000 and he said "Come inside and we'll write it up." So I became the owner of another Spitfire. I made arrangements for the money and went home and got a neighbor to drive me back to pick it up.

The turn indicator/horn module in the steering column was totally shot so the trip home, 20 miles, would be done with hand signals. Then I realized the hard top was not bolted down nor did it have any of the hardware to do it. So my drive was slower than usual with my left arm out the window and over the roof to hold it in place. I made it home with no major problems.

At this time there was still a foreign car dealership in town (Birmingham, AL) that stocked parts. I immediately bought a shop manual and the turn indicator module and replaced it.

I had one of those moments that took my breath away several months later when I was working on the brakes in the garage. I lived about a hundred yards from the Cahaba river at the time. I had the garage door up and had walked around the rear of the car several times when I just happened to look up on one trip. There, hanging from a spider web by his tail, was water moccasin about 8" long. I might even have bumped into him without knowing it. I freed him and chased him in the direction of the river, but even then he was very aggressive.

Over the next few months I replaced the water pump, added an Allison Electronic Ignition, and added a Monza exhaust system with headers. The car already had been converted to a Weber 32/36 DGV carburetor and I suspect that it had been raced since there was evidence of where a roll bar had been installed.

I took the transmission out and took it to a garage and had it rebuilt in 1992. The overdrive was not working properly so I replaced the solenoid and it cleared up that problem.

In 1993 when Bellsouth transferred me to Florida, the moving company had to list all the exterior damage to the car before loading it. The list was three pages long!

When I had it painted, I wanted to do it right so I removed the windshield, wipers, rear window of the hard top, door handles, headlights, and door latches. Driving it to the body shop was interesting: holding one door closed with one hand and having the other tied down with a bungee cord. Fortunately I only had to go about a half mile.

When I got it back I was not happy. It was no where near that job I was paying for. I went back to the body shop and talked with the owner. He immediately knocked $500 off the price and said he would send a man out to polish it out. When the guy arrived and tried to polish it, he tried for about 15 minutes and said

there was nothing he could do with it.

I talked to the body shop again and he said bring it back and they would re-shoot it. I believe what they actually did was just wet sand it with super fine grit paper and polish it, but it looked fantastic when they finished. This just goes to prove that advertisement slogan: Start with a good finish.

I have since redone the interior, more work on the engine. It currently has a little over 110,000 miles on the clock and seems to be running well. I try to do a few things to improve it as I go along. It is not my intention to radically change the car, just to make it more manageable and fun to drive.

The dash was in sad condition and buckling so I removed it, took it to a furniture restoration company, and had a new one custom made. At the time I had already bought a new steering wheel so I left it, still in the box, with the owner so he could match the color. He did a great job. When I installed the new steering wheel, it would not allow the nacelle to be installed. Even though I had the conversion kit made for the Spitfire, I had to take the mounting flange to a machine shop and have it shortened by 1/4 inch. Best $15 I ever spent.

I have added air horns to replace the original factory units. People might not see me because I am so small, but they will **HEAR** me.

My latest modification was to carpet the trunk. I bought outdoor carpet from Home Depot for $0.75 a square foot and did the floor, back, and sides. I used contact cement for the wheel arches, and stapled the carpeting on 1/4 inch wood panels I made for the sides, back, and floor. I will have a How-To article on that later. While I had out the back piece, I replaced the anemic trunk light with a newer universal one from Auto Zone, replaced the fuel sending unit, and the fuel filter.

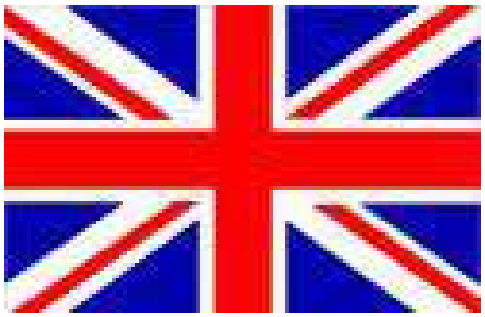
On one trip to Birmingham, I got as far as Hilliard and the car shut down. After a while I could start it and headed for home. It died again. Out comes the Volt/Ohmmeter and testing began. It looked like there was no voltage to the coil, so I hot-wired it and headed home. It died again. While I was sitting on the side of the road waiting for a tow truck two sheriff's deputies stopped to make sure I was OK, and here I sat with a car that was hot-wired. They didn't even want to see my license. I guess because they saw the keys in the ignition, they knew it wasn't stolen.

Once the flatbed loaded the car and took it to the garage, the driver said their credit card terminals were down and I would have to pay in cash. **Note**: don't ever believe this scam. I told him I would pay by credit card and walked off. Suddenly their terminals were back up.

I am having a spare tire cover made and should have it ready by our show in October.

Oh, and that name, Toot Toot. My twins gave it that name from the song *"Don't Mess with My Toot Toot."*

British Car Classic MK XXIV



Where: St Augustine Florida

When: October 13, 2012

Name: British Car Classic MK XXIV

Time: 9am - 4pm

Location: Kings Head Pub US1 six miles north of St Augustine

Sponsored by: Triumph Club of North Florida

Description: All British car show
Participants choice trophies
Vendors welcome $30

Registration: Register by Sept 15 $25; after Sept 15 $30
Free public admission

Contact: Norm Reimer
(904)246-6044
suennorm@comcast.net

Classes In The Show

1950 and Earlier

1951-1955

1956 -1960

1961-1965

1966-1970

1971-1973

1974-1976

1977-1980

1981-1990

1991 and Later

Race

Best of Show

In addition, the following will apply:

- Early Registration first vehicle $25 additional vehicles $15
- Registration after Sept 15 first vehicle $30 additional vehicles $20
- Early registration gets one free tee shirt and can buy additional tee shirts for $10 each
- Registration after Sept 15 can buy one tee shirt for $5 and can buy additional tee shirts for $10
- Registration the day of the show ends at 12 noon.
- Voting ends at 1:00 p.m.
- Door prize drawings will be done throughout the day.
- There will be a British car quiz with prizes to 1st, 2nd, and 3rd.

BRITISH CAR CLASSIC (24TH ANNIVERSARY) MK XXIV

October 13, 2012 – Kings Head Pub – St. Augustine, Florida

On U.S. 1 Approximately 6 Miles North Of Intersection Of U.S. 1 And State Road 16.

** EARLY REGISTRATION**

$25 Vehicle #1 - **$15** Each Additional Vehicle Postmarked On or Before 9/15/12.

Entrance fee after this date will be **$30** with additional vehicles being **$20**.

Vendor Registration $30. All Vendors Must Have A Vendor Registration

Make Checks Payable to Triumph Club of North Florida, Mail to:

Triumph Club of North Florida

1409 Forest Avenue

Neptune Beach, FL 32266

FOR INFORMATION: (904) 246-6044 OR (904) 262-9249 or suennorm@comcast.net

REGISTRATION:

NAME _____DAY PHONE _____ NIGHT PHONE _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

CLUB AFFILIATION_____

VEHICLE #1 MAKE _____ MODEL _____YEAR _____ $ _____

VEHICLE #2 MAKE _____ MODEL _____YEAR _____ $ _____

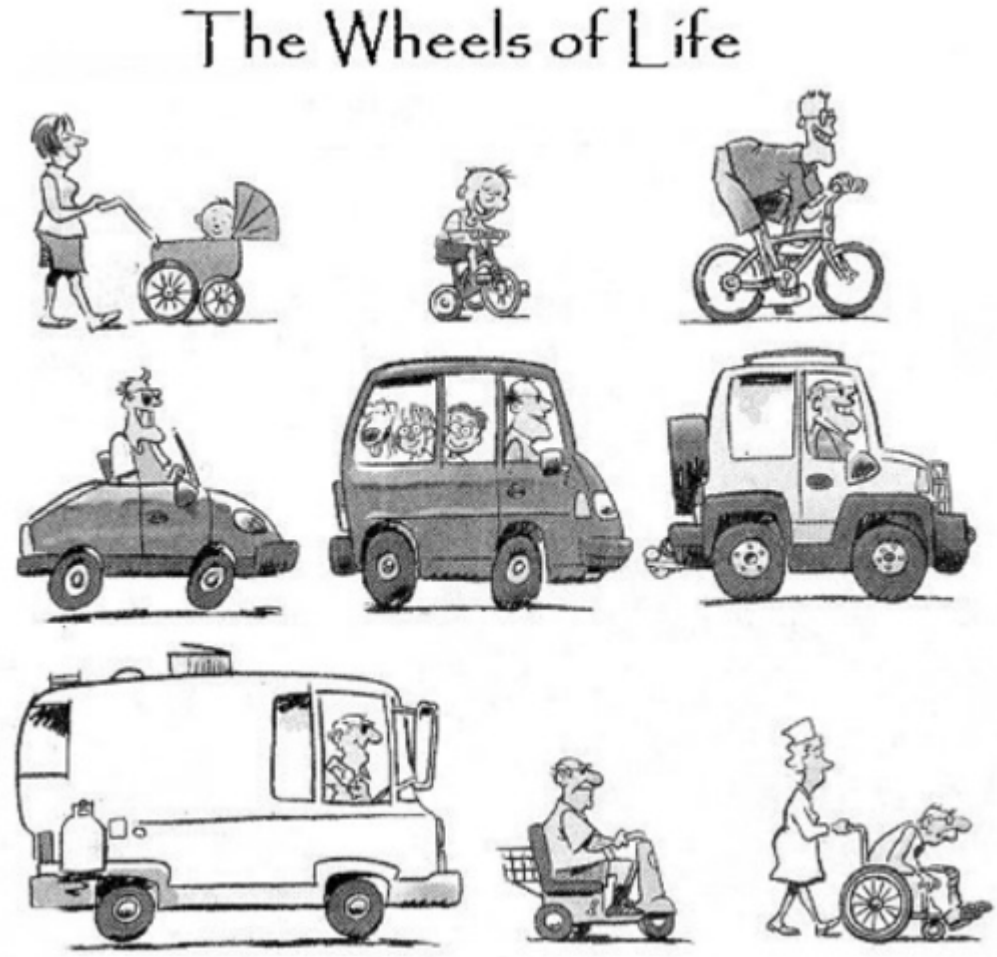
VEHICLE #3 MAKE _____ MODEL _____YEAR _____ $ _____

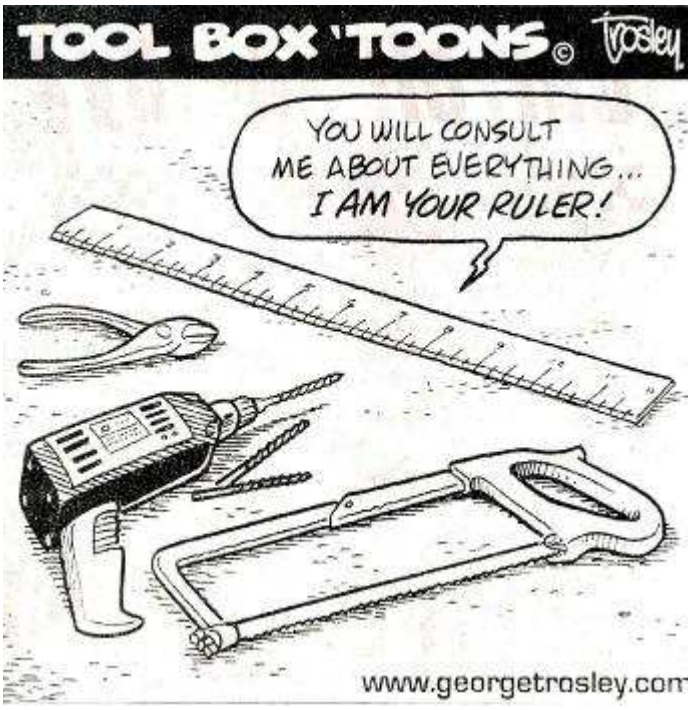
Additional Vehicles (Use Back Of Form) $ _____

Souvenir Tee-Shirt(S) ($10 EA.) **S M L XL** $ _____

TOTAL ENCLOSED $_____

On the Lighter Side





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Membership Application/ Renewal

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New _____ Renewal _____

Name_____
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VTR Member? Yes ____ No____
TRA Member? Yes ____ No____

Car Information

Year Model Comm #

1._____
2._____
3._____
4._____
5._____

Please circle interest in:

Tech Sessions
Social Events
Autocross
Tours
Fun Rallyes
Car Show
T-S-D Rallyes Races

Make your $25.00 check payable to:

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c/o Norm Reimer,
1409 Forest Ave.
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