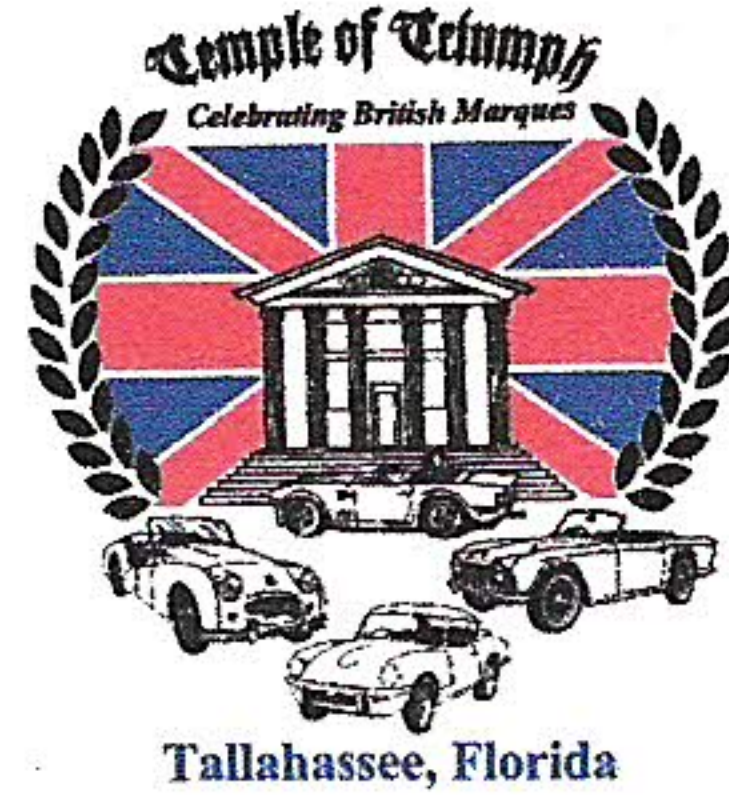


JULY
July 13, 2011

Chapter of the
Vintage Triumph Register
Website: <http://www.vtr.org>



Temple of Triumph
Tallahassee, Florida
website: [http://www .Templeoftriumph.org](http://www.Templeoftriumph.org)

Temple Tablet

Next Meeting, 6:30 P. M., Wednesday July 13, 2011, Little Italy, Magnolia, Winn Dixie Parking Lot



1965 Spitfire 4 Mk2 with Overdrive

Well fellows and ladies I have just returned from the “Big Garage” in the back yard working on my Red Spitfire. It is now badged as a “Spitfire 4, MK2, with overdrive” on the back trunk. The fuel line is finally hooked up to the carburetors. It is not original as built, but upgraded, in my mind anyway. In fact all of the changes I have made so far to this car are upgrades. Ideas from the Spitfire III, The Spitfire IV, and the 1500 models have been combined. Other things were changed because they are useful items, now available, that make Triumphs more comfortable and hopefully more reliable.



The fuel pump for four cylinder cars found at a local Advance Auto Parts store had the same power claim as the one listed in the British Parts Catalogues for an electric fuel pump. It is now hooked up but not electrically connected. The new wiring harness I am going to use is for a Spitfire IV. Why? Because I have one and the car has a Bosch alternator and not a generator as originally fitted. This means the car is negative ground.



I do not need the regulator that was fitted on the front of the firewall. Instead I am going to place a trickle charger in its place. I will not be using this car everyday and I want to keep the car charged. I have more British cars now and I need a method that will keep them all at ready for the jaunt to the restaurant or club picnic. After all, our club's motto is "drive what's running".

