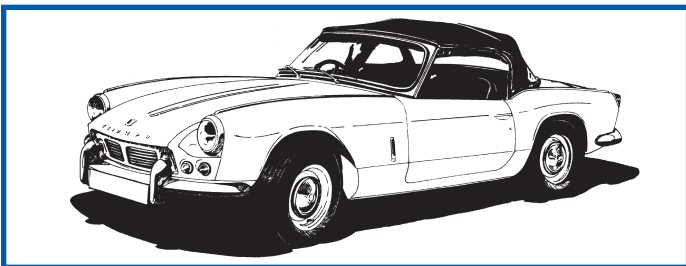


SPITFIRE

BUYERS

THE
TRIUMPH
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CLUB

GUIDE

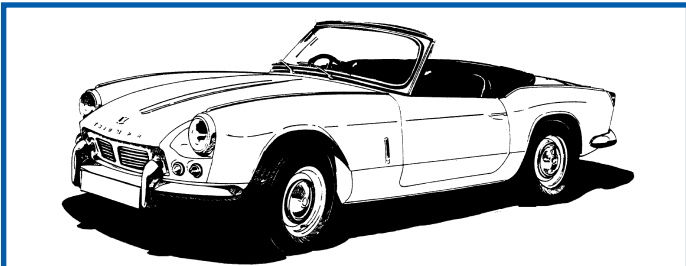


SPITFIRE 4 1962-1964

Number built:- 45,573. 1147cc
Chassis numbers:- FC1 to FC44656

There are very few of these cars on the road and they are becoming very collectable. Very basic interior, overdrive and wire wheels available as an optional extra.

Try to find an original complete car.
Some Spares especially trim are difficult to find.

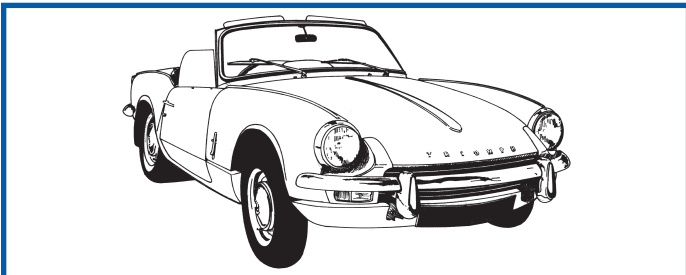


SPITFIRE 4 MKII 1964-1967

Number built:- 37,409. 1147cc.
Chassis numbers:- FC50001 to FC88904

Visually identical to the '4' with slightly revised front grille, increased performance and minor interior trim changes.

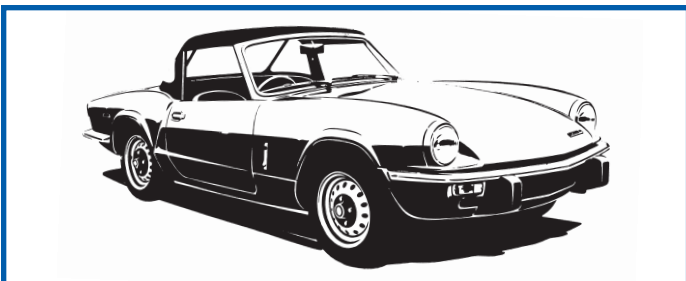
Try to find an original complete car.
Some Spares especially trim are difficult to find.



SPITFIRE MKIII 1967-1970

Number built:- 65,320. 1296cc.
Chassis numbers:- FD1 to FD15306
FD20000 to FD51967 FD75000 to FD92803

Larger engine giving a large increase in power.
Bumper raised at front. More creature comforts than the earlier ones. Excellent spares availability.

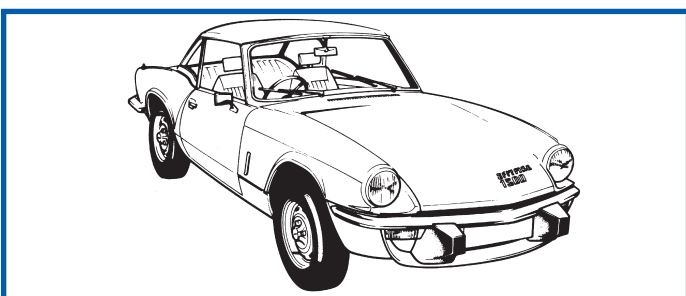


SPITFIRE IV 1970-1974

Number built:- 70,021. 1296cc
Chassis numbers:- FH3 to FH64995

Revised styling with de-seamed bonnet and squared off rear end, full width rear bumper, reclining front seats and all synchromesh gearbox.

Excellent spares availability.



SPITFIRE 1500 1974-1980

Number built:- 95,829. 1498cc
Chassis numbers:- FH75001 to FH130001
TFADW1AT Onwards

Fitted with larger engine making this model ideal for longer distance cruising.

Cars with overdrive and factory hardtops are worth looking out for.

Excellent spares availability.

BUYING A SPITFIRE? WHAT TO LOOK FOR



CHASSIS & BODYWORK

The Spitfire uses a separate chassis which makes the car very simple to work on. As this chassis provides the backbone of the car, it is important that it is in good condition and free from accident damage. Check the main chassis members where the suspension is attached for kinks, cracks and distortion which will be the result of crash damage. If you find this, the car is best avoided. Also check the main chassis rails around the differential a well known rust-trap.

Check the two front outriggers that the bulkhead attaches to. If possible have a good poke around with a screwdriver, particularly where they are bolted on to the bulkhead. Chassis sections can be replaced but body corrosion here is difficult to repair properly without taking the body off. Have a look at the remainder of the chassis along the centre of the car as this is worth checking but hardly ever rusts badly.

A good initial guide to the overall condition of the car can be ascertained by the quality of the panel fit and alignment. The door gaps should be even and the door should sit squarely between the 'A' and 'B' posts. Check the condition and fit of the sills. Any weakness here or poor replacement due to MoT failure and the car can 'sag' here causing doors to jam or misalign. The sills provide the main structural rigidity for the tub on the Spitfire so the condition of these is critical to panel fit. Check also the inner sill and floor pan condition, most have commonly been replaced as these panels are available but be happy they have been done well.

Check rear heel board condition (panel across floor behind seats) from underneath, these are prone to rust at the ends also check rear radius arm attachment points.

Other places to check are: windscreen pillar bottom area, outer wheel arches, rear inner wings and boot floor. Panel availability is reasonably good, with many repair sections now available. Check all over for body filler, especially around the lips of the wheel arches, door bottoms and rear wing to sill/bottom of 'B' post.

MECHANICAL

The big advantage with checking the mechanical parts is that they are all easily accessible. Start the engine but don't rev. it. Listen for initial crankshaft rumble which should only last for a few seconds until the oil pressure has built up. Also listen for tappet and timing chain rattle. There should be no excessive oil leaks but check the head gasket, sump gasket and the rocker cover gasket for any signs of leaks.

Check the suspension by bouncing each corner and allowing it to spring up and back down once. More than one cycle indicates defective shock absorbers.

Check that the brakes are not binding and that the handbrake is working efficiently.

Check the steering column and rack for excessive movement by rocking the steering wheel up and down and check that there is no play between moving the steering wheel and the road wheels moving.

ROAD TEST

Make sure you are insured to drive the vehicle on the road!!

Move off in first gear and listen for rear end knocks or clonks, which point to worn rear axle or propshaft universal joints.

Increase speed and move up and down the gears, ensuring that all gears select correctly with minimum effort. If an overdrive gearbox is fitted, check that it engages and dis-engages correctly in third and fourth gears. Cruise at around 50 mph and gently lift off on the accelerator, listening for rear end noises. A regular knocking is likely to be a universal joint; a rumble is usually a differential problem.

Still at 50 mph slip the clutch, build up the revs and re-engage the clutch; it should bite cleanly with no slip.

Check for front wheel vibration and positivity of the steering. Vibration is usually caused by worn wheel bearings, a worn steering rack or incorrect wheel balance.

On a straight road, apply the footbrake with increasing pressure. The car should stop evenly without pulling to one side. Check the temperature gauge for overheating problems.

The points mentioned above are some of the main things to look for, but remember all cars are different, so take each one on its merits.

If you have any particular queries or questions, feel free to contact Club H.Q. We will be happy to answer them for you.

WHY THE TSSC IS THE CLUB FOR YOU

**With in excess of 6,000 members currently in the Club the cars and their owners are well catered for.*

Monthly Magazine: The Courier. The monthly magazine of the Triumph Sports Six Club. Perfect bound and predominantly full colour, The Courier has up to 116 pages packed with advice; events information; general interest and informed technical articles covering simple tips to full restorations; and spares information from all the major trade houses.

The Courier also incorporates the **Area News Review** packed with local news and events information.

Furthermore, The Courier contains the most comprehensive **Triumph Classified Adverts** likely to be found anywhere with sections covering both cars and parts for sale.

Insurance: We offer a total service to members, through five leading classic car insurers. We offer very competitive rates for 17-25 year olds and a tailor made scheme for over 25s, with limited or unlimited mileage options. A fully agreed valuation service that ensures your car is covered to its full value is also provided.

Spares: Availability for Triumphs is excellent with numerous specialists throughout the country giving discounts to Club members.

TSSC Club Shop: The Club's own after-market spares department specialises in Basic servicing items, hoods, interior trim, Colour matched Paint plus much, much more. Over 400 product lines are available giving savings on normal retail prices. Our service is second to none!! Ask any member. Free catalogue available on request. 24hr 7day access on www.tssc.org.uk

Technical Help & Hints: If this is your first Triumph you will be pleased to know that they are generally very easy to work on. But if you are unsure please contact the appropriate Register Secretary or the Club office. Whether you need to know the procedures or methods, parts required, prices or just a shoulder to lean on we are here to help.

Events & Social Meetings: Over 60 local Areas across the country organise meetings at least once a month. The TSSC also has wide ranging contacts across Europe and even further afield. This can be one of the most rewarding ways of enjoying your Club membership. Many Areas organise Treasure Hunts, Camping Weekends, drives in the country plus much much more. During the year a host of indoor and outdoor shows are organised by the TSSC, culminating in TriumFest UK in July at Donington Park, which attracts thousands of members from all over the world.

TSSC Headquarters: A must visit for all Triumph enthusiasts. Open Monday to Friday 9am.- 5pm. and selected Saturdays 10am. to 1pm. See the great selection of Club cars permanently on show. Cars include the Earls Court Herald launch chassis, prototype 4 door Herald, Courier Van, Concours Vitesse Mk.1, Vitesse MK II Convertible and GT6 Mk.3, Bond Equipe, Herald Coupe and 13/60 Estate, rally Vitesse, a Spitfire MKII and a racing Spitfire plus 'Guest Cars'. Relax over a coffee in the members' coffee bar or video room, or look up those technical details in the TSSC library. Products from the TSSC Club Shop, Regalia and books are also available over the counter.

Buying a car? - With a huge selection of cars for sale through the monthly magazine, the choice is yours. We are here to assist your choice whenever possible, and to help you get the right car for the right money, in the right condition. Classifieds repeated on website.

TRIUMPH SPORTS SIX CLUB
MAIN STREET, LUBENHAM, LEICS. LE16 9TF.
Telephone 01858 434424 Fax 01858 431936
E-mail info@tssc.org.uk
Website www.tssc.org.uk