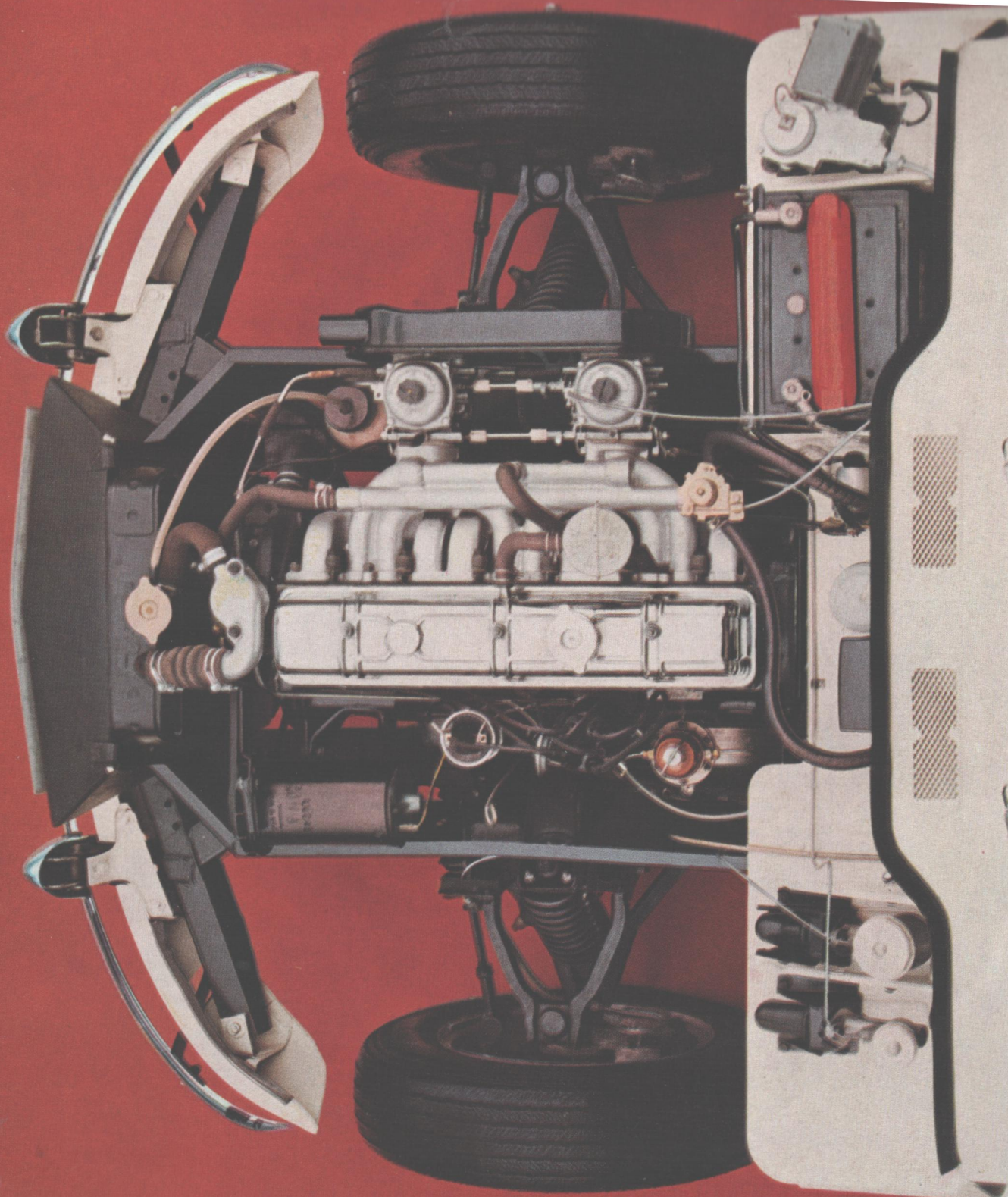




Triumph GT6





Standing still the GT6 looks beautiful — but impatient for the off. The 1998 cc engine develops 95 bhp, and that's a lot of power to keep poised under your foot.

Have a test-drive, turn the key — and just over 7 seconds later you'll be doing 46 mph in 1st! Follow up with top gear figure: like 40 to 60 in 7.5, 50 to 70 in 8.5. Fierce acceleration that the GT6 takes in its smooth, 6-cylinder stride. It takes sound engineering — and 6 cylinders — to make an engine that stays smooth whether you're idling along in top, or accelerating to 90 mph in 3rd.

Winning Formula

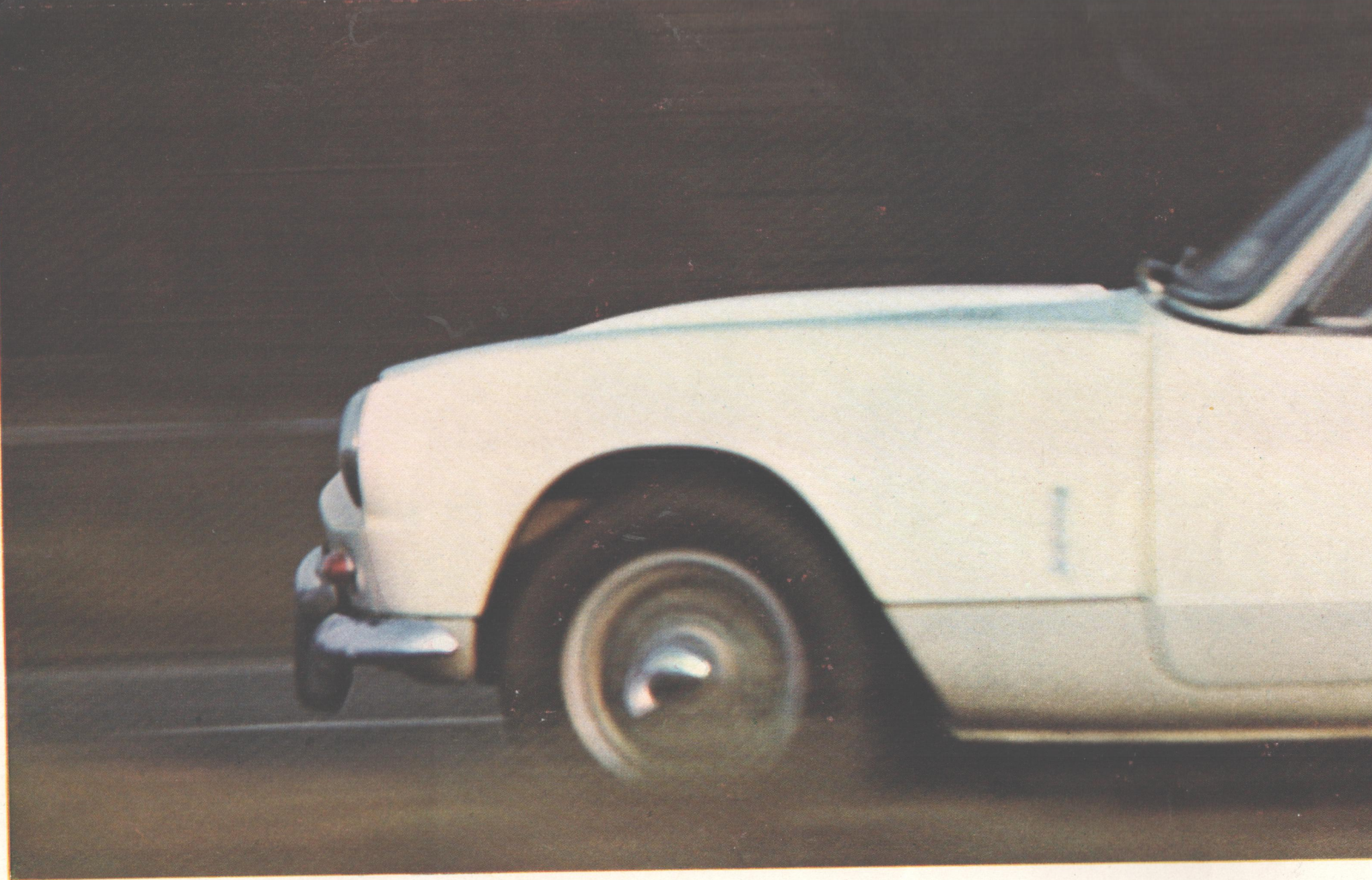
The GT6 takes its breeding from the Triumph Spitfires that took first and second places in their class at Le Mans. The biggest difference is the engine. It's bigger. But the body, chassis, independent suspension and front disc brakes are closely related to the Spitfire. They offer race-winning stability, road-holding and braking. Performance that makes the driver sure of himself and his car. The GT6 engine was born at Standard-Triumph, which is exactly the right place for a winner to be born — witness the string of race successes from Le Mans to Sebring.



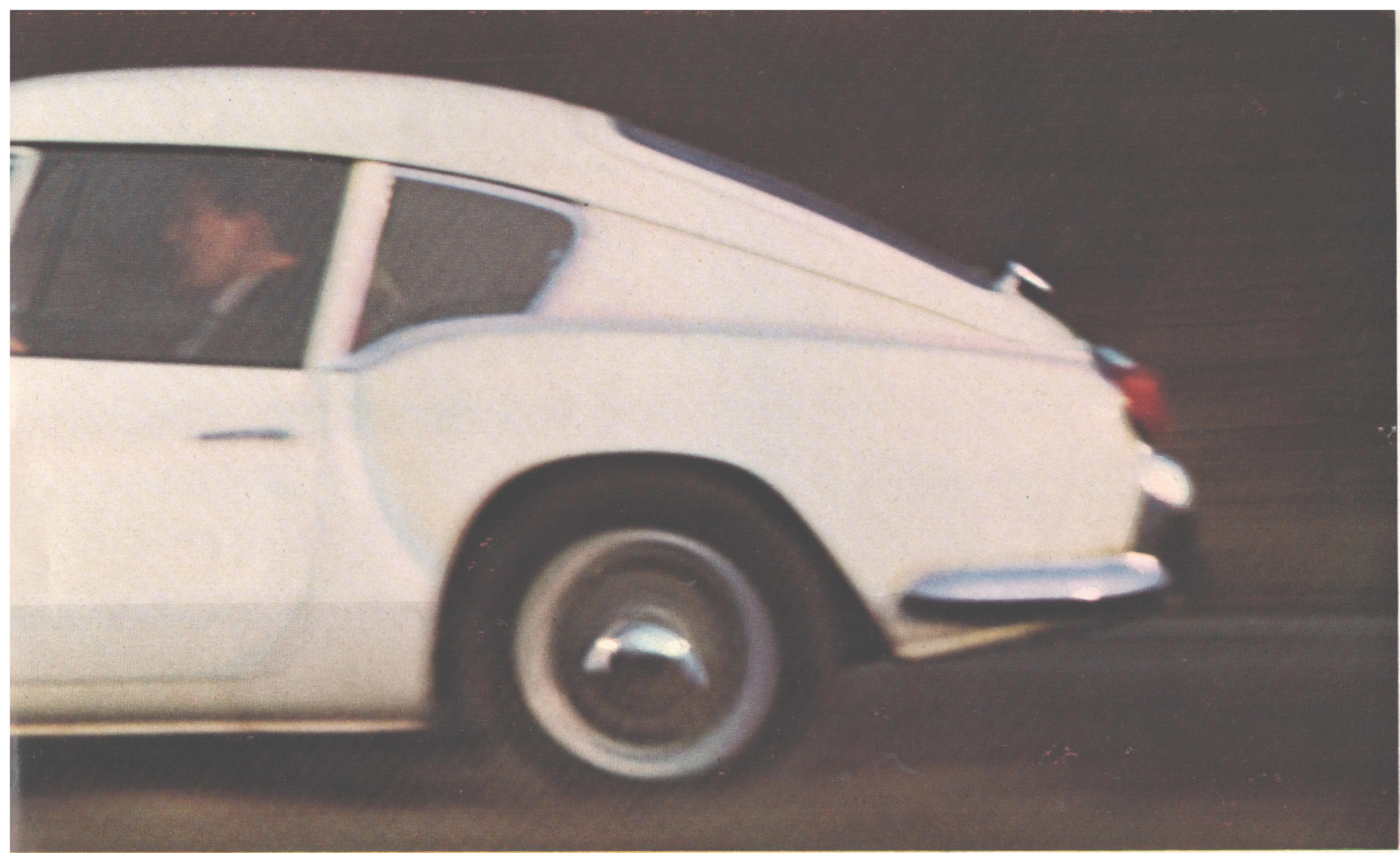
All GT and comfort

Start with the seats. Welcoming . . . they make the GT6 an invitation on 4 wheels. Soft to sink into, tall to support you, and shaped to hold you firm on corners. Both are easily adjustable forward or back and the steering column also adjusts. There's a leather covered racing style steering wheel, deep-pile carpet underfoot, PVC leather-cloth on the parcel shelf, door waist rail and around the fascia.

The instruments are grouped to be read at a glance and are set in a veneered panel. The temperature and fuel gauges are centrally mounted. Warning light for the main headlamps is in the speedometer. The oil pressure light is in the tachometer.



The GT6 has an 107 mph shape



When the GT6 is in full flight, every line, every curve, from the flush-fitting headlights to fast-back seems to be urging it on. Yet amidst all the glamour of speed, the GT6 relies on one down-to-earth fact. Sound, race-track proved, Leyland engineering. This is the car that's reliable as it's fast, safe as it's volatile.

Performance The GT6 knows the ways of today's world, it gets there quickly. 0 to 60 in 11.1 to be

precise. Through the middle speeds, safety is allied with satisfaction. Top-gear times like 40-60 in 7.5 cut overtaking time so dramatically that the extra margin of safety can be measured in seconds.

Safety The panoramic windscreen is made of safety glass and the steering column is designed to telescope on serious impact, without coming forward. The doors have anti-burst locks. More

safety factors, padding around the facia and grab handle, twin screen washers, two speed wipers, and two-tone horn. All independent suspension gives stability on corners, road-holding *grip*. Front wheel disc brakes give you extra reliability on the wet, and remain free from fade even after continued heavy braking. The GT6 has a forward-hinged bonnet that cannot fly up while the car is on the road. When you think about safety, GT6 is a reassuring thought.

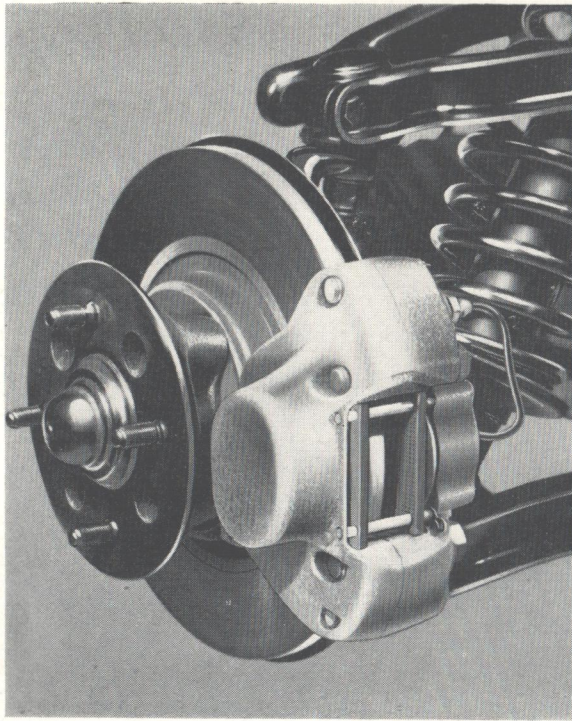
Here's where the suitcases stretch out

GT6 drivers and passengers have lots of room, so why shouldn't the suitcases? The luggage area measures 42in wide by 41½in deep or three suitcases. The rear door is 34in wide. Additional accommodation, a parcel shelf *beneath* the luggage platform. This is one sports car where luggage isn't limited to tooth brush and comb.



1

Brakes



On the right, a filmed trailer for the GT6. To enjoy the performance, in full-colour and 3-dimensions, contact your local dealer and arrange a test-drive.

1. The GT6 has a maximum retardation of 1.0 g. Equivalent to stopping in 30ft from 30 mph. There are disc brakes at the front, where 70% of the braking effort is developed.

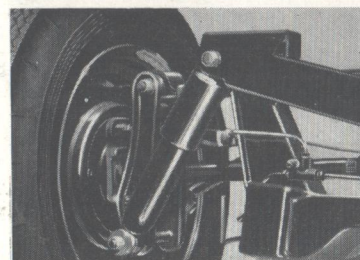
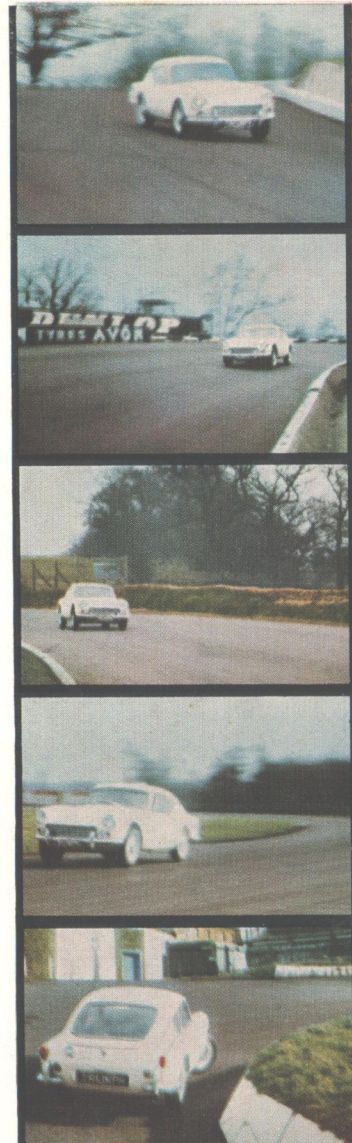
2. All-independent suspension offers road holding to match the power.

3. Beneath the streamlined, lightweight body there is a heavyweight strength. The chassis has a double backbone and outriggers, made from channelled steel girders. And if you need to tow, the GT6 has strength to spare.

4. Compared with its nearest rival, the GT6's turning circle is smaller by **7 feet!**

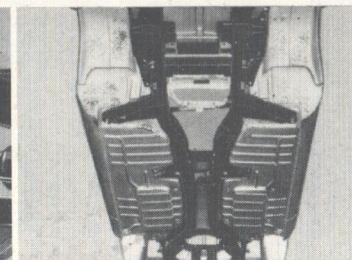
2

Suspension



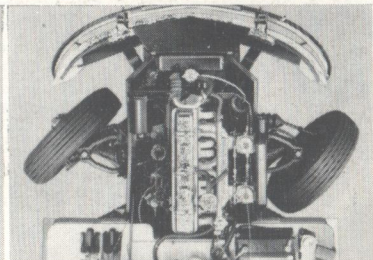
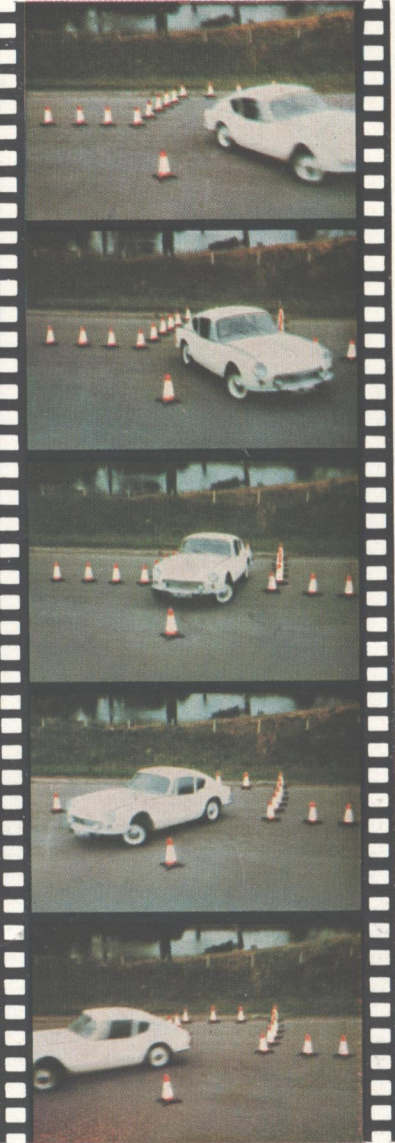
3

Chassis



4

Turning Circle



SPECIFICATION

Body: Two door, two seater, grand touring body. Steel-panelled coachwork. Curved screen. Forward hinged doors fitted with winding windows and pivoting anti-draught ventilators.

Upholstery: Expanded P.V.C. leathercloth.

General equipment: Padded passenger grab handle. Top of fascia, front of parcel shelf and door waist rail are all padded and covered with matt black P.V.C. leathercloth. Veneered fascia panel. Moulded pile carpets. Attachments for safety harness. Padded centre arm-rest. Self-parking two-speed screen wipers with electric motor under bonnet. Two screen washers. Twin windtone horns. Chromium plated nave plates and petrol filler cap. Stainless steel wheel trims. Spare wheel and tyre. Toolroll, wheelbrace and jack.

Lights: Flush fitting sealed beam headlamp units. Separate parking lamps and direction indicator flashers. Integral rear-lights, braking lamps and reflectors. Chromium plated number-plate illumination lamp. Two reversing lamps.

Instruments: Speedometer, tachometer, temperature gauge, fuel gauge, warning lights for main headlamp beam, oil pressure, ignition and direction indicators.

Controls: Three spoke leather covered 15in steering wheel (rack and pinion) with 4in telescopic adjustment. Ignition lock, choke pull, screen wiper switch, screen-washer push and lamps master switch on fascia below instruments. Headlamp beam selection by steering column lever, with daylight flasher switch. Self-cancelling direction indicator control by steering column lever. Horn button on steering wheel boss.

Luggage Accommodation: Parcel tray, large luggage compartment behind seats with storage pockets underneath.

Dimensions:

Length	— — —	12ft 1in	(3685 mm)
Width (over handles)	— —	4ft 9in	(1448 mm)
Height (unladen)	— —	3ft 11in	(1195 mm)
Wheelbase	— — —	6ft 11in	(2110 mm)
Track—front	— — —	4ft 1in	(1245 mm)
rear	— — —	4ft 0in	(1220 mm)
Ground clearance (laden)	—	4in	(102 mm)
Turning circle	— —	25ft 3in	(7.7 metres)
Seat width (each)	— —	1ft 7½in	(495 mm)
Seat width (between doors)	— —	3ft 9in	(1145 mm)
Headroom from seat cushion	— —	2ft 10in	(864 mm)
Steering wheel clearance from seat squab	— — —	1ft 7in	(482 mm)
Maximum interior height	— — —	3ft 2in	(966 mm)
Capacity of boot	— — —	14.2 cu ft	(0.42 cu m)

Capacities:

	Imp.	Metric	
Fuel tank	— — —	9½ galls	44.3 litres
Engine	— — —	8 pints	4.5 litres
Gearbox	— — —	1½ pints	0.85 litres
Rear axle	— — —	1 pint	0.57 litres
Cooling system with heater	—	11 pints	6.2 litres

Weights:

Dry	— — — — —	16 cwt	813 kg
Complete	— — — — —	17 cwt	865 kg
Max. gross vehicle weight	—	21 cwt	1067 kg

Chassis: Double backbone, channel section; with outriggers.

Engine: 6 cylinder, 1998 cc, bore 74.7 mm, stroke 76 mm, Compression ratio 9.5 : 1. Aluminium alloy pistons. Push rod operated valves. 4-bearing crankshaft, robust construction steel stamping. Six blade 12½in fan. Pressure lubrication from sump to main bearings, big end and all camshaft bearings. Full flow oil filter. Twin side-draught Stromberg carburettors. Diaphragm-type 8½in clutch, hydraulically operated.

Gearbox: Four forward ratios and one reverse. Syncromesh on all forward gears. Silent helical gears.

	Top	3rd	2nd	1st	Rev.
Ratios:	1	1.25	1.78	2.65	3.10
Overall ratios:	3.27	4.11	5.82	8.66	10.15

Propeller shaft with needle roller bearings. Swing axle shafts.

Performance:

Maximum power	— —	95 bhp at 5000 rpm
Maximum torque	— —	1408 lb ins at 3000 rpm

(equivalent to 145 lb/sq in b.m.e.p.)

Engine speeds:

at road speeds of	Top	3rd	2nd	1st	
10 mph	— — —	497	625	885	1318
10 kmph	— — —	309	387	551	820

Road speed at 2500 ft/min piston speed in top gear = 101 mph
Road speed at 1000 rpm in top gear = 20.15 mph

Maximum recommended speeds in intermediate gears
(corresponding to engine speed of 6,000 rpm)

Gear	MPH
3rd	96
2nd	68
1st	46

Suspension: FRONT Low periodicity independent suspension system with rubber bushed wishbone pivots. Coil springs controlled by telescopic type direct acting hydraulic dampers and anti-roll bar.

REAR Swing axle type independent suspension with transverse leaf spring and radius rods. Telescopic dampers. Ball and needle roller bearings in hubs.

BRAKES Caliper disc brakes on front wheels, disc 9.7in dia. Drum brakes, 8in dia. x 1½in wide, of leading and trailing shoe type on rear wheels. Total swept area 260 sq in. Pedal operates all four brakes hydraulically. Centrally mounted fly-off handlever operates rear brakes mechanically.

Wheels: Steel disc type, 4½ J rim.

Acceleration	Speed range	Time (secs)
	20-40 mph (32-64 kmph)	7.5
Top Gear	30-50 mph (48-80 kmph)	7.4
	40-60 mph (64-97 kmph)	7.5
Thro' Gears	0-50 mph (0-80 kmph)	7.8
	0-60 mph (0-97 kmph)	11.1

Maximum speed: 107 mph depending upon conditions.

Braking: Maximum retardation 1.0g. Equivalent to stopping from 30 mph in approximately 30ft.

Optional Extras: Overdrive on top two gears, electrically operated by switch on steering column. Ratio 0.80:1 with 3.89 axle ratio. Heater and de-mister with 2-speed blower. Wire wheels. White wall tyres.

CONDITIONS OF SALE

The Standard-Triumph Group reserves the right to vary the ex-works price of all products manufactured by it at any time and all goods are invoiced from the factory at the ex-works price current on the day of delivery.

The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice alterations to and departures from the specification, design and equipment detailed in its various publications.

The technical data and other information contained in this publication have been obtained from authoritative sources and while intended to give a fair description of the vehicle and its capabilities, its accuracy is not guaranteed, nor does the Manufacturer accept any liability for any errors or omissions.

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