

The limousine with everything except limousine length.

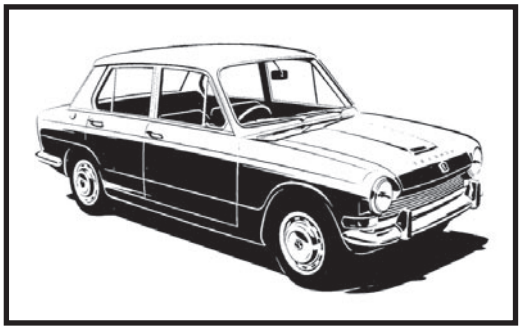
TSSC Buyers Guide

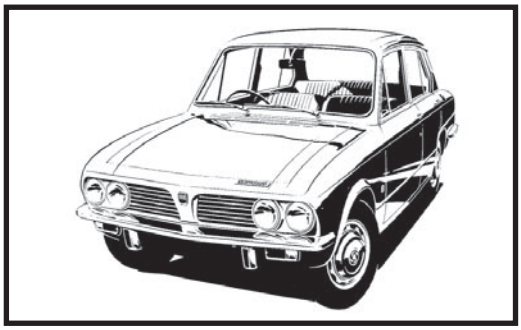
Triumph Small Saloons 1300, 1300TC, 1500, Toledo 1300 RWD, Toledo 1500 RWD, Dolomite 1300, Dolomite 1500, Dolomite 1850, Dolomite Sprint

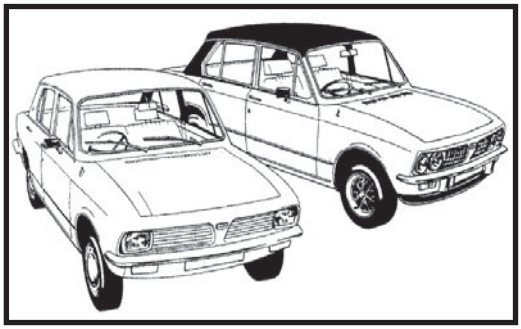
T R I U M P H

SMALL SALOONS

THE RANGE







This diverse range of cars was designed by Triumph as the eventual replacement for the Herald. The first model in the range, launched in 1965, was the 1300 FWD, which had 4 doors and utilised the 1296cc Herald-type engine and a special Front Wheel Drive gearbox. The more powerful 1300TC (Twin Carb) was added to the range in 1967. In 1970 the original car was upgraded with a 1493cc engine, which became the 1500.

Other styling changes included a revised interior and four headlamps, a visual change that would be retained on later cars. Due to these styling changes, the 1500 was 7" longer overall.

At this point Triumph engineers developed the new shell to include a modified floor pan that would accept the transformation to rear wheel drive, with a conventional gearbox and propshaft. They also developed a 2-door version of this shell, making it a very versatile range.

Rear Wheel Drive was introduced in the form of the Toledo 1300 in 1970, with the shorter bodyshell and single rectangular headlamps; early versions were fitted with drum brakes to the front, which were replaced with discs in 1972. A Toledo 1500 was added to the range, as was a four-door. The 1500 FWD was discontinued and replaced by the RWD 1500TC in 1973, which used the longer bodyshell and the four headlamps that its predecessor used.

The Toledo name was used until 1976; then, using the longer bodyshell, it was renamed the Dolomite 1300, and the 1500TC was replaced by the Dolomite 1500, which used the twin carbs and single rectangular lights. The first Dolomite-badged car appeared in 1972; this was the 1850.

There was a new engine in the form of a 4-cylinder OHC slant engine, with twin SU carburettors. An all synchromesh four-speed gearbox with optional overdrive was used, with the option of a three-speed Borg-Warner automatic gearbox. The interior was much different, with wooden fascia, alloy spoked steering wheel and high-quality trim and carpets.

The Dolomite Sprint was introduced in 1973 (see seperate Buyers Guide), and was the first series production car to be made in Britain to use a 16-valve head; this powerful 1998cc engine was mated to a Stag-type gearbox with optional overdrive or automatic transmission

All Sprints were supplied in 4-door form, with alloy wheels as standard and a vinyl roof.

Model	Commission Nos.	Total Built
1300 FWD	RD	113008
1300TC FWD	RF	35342
1500 FWD	WB upto 72 YB 72 on	66353
Toledo 1300 RWD	ADG/ADK/ADF*	113294
Toledo 1500 RWD	DM*	5888
1500TC	YC	25549
Dolomite 1300	WH	32031
Dolomite 1500	WG	43235
Dolomite 1850	WF	79010
Dolomite Sprint	VA	22941

**Comm. No. Prefixes not an exhaustive list*

BUYING A SMALL SALOON? WHAT TO LOOK FOR

BODYWORK

Rust is the most important factor that affects all cars in the range. The main areas for concern are the inner front wings and front suspension turret areas; replacement/repair is possible but can be tricky if the entire inner wing needs replacing. Other areas that will require your attention are sills, bottom of doors, floor and boot floor panels; also pay close attention to wheel arches and wings for rust and/or filler. Other problem areas include the front panel, particularly where it joins the front wings and behind the headlamps.

Carefully check the body where the subframe for the front suspension attaches.

Repair sections and replacement panels are available, so cars with problems in one or more of these areas can be remedied. However, if you are paying for this work to be done professionally, you may quickly reach the point where the money you actually spend on the repairs will not be reflected in the finished value of the car.

Therefore it can be more cost-effective to buy a good car initially than to buy a cheap one to restore.

MECHANICAL

Start the engine but don't rev it. Listen for initial crankshaft rumble, which should last no more than a few moments until the oil pressure has built up. Listen for tappet (as appropriate) and timing chain rattle. Pay particular attention to the Sprint engine that the oil light goes out quickly.

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.

The front suspension is mounted to a subframe; check that this is mounted securely to the body and check that all bushes associated with this are in good order.

Driving the car over an uneven surface will give some indication as to the condition of these components.

The 1300 and 1500 engines are sturdy, reliable units which have no particular vices; however, careful attention must be paid when checking the 1850 and Sprint engines as they are fitted with aluminium cylinder heads and any overheating that has occurred may have caused cylinder head warping. So check that coolant levels are correct and that there are no signs of leakage from associated pipework.

Low mileage cars or ones with a full service history are less likely to show these problems.

ROAD TEST

Make sure you are insured to drive the vehicle on the road!! Move off in first gear and listen for knocks or clonks, which may point to worn transmission components.

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 disengages correctly in third and fourth gears. Cruise at around 50 mph and gently lift off on the accelerator, listening for noises. A regular knocking is likely to be a universal joint; a rumble is usually a differential problem.

Still at 50mph, 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 TSSC H.Q.

We will be happy to answer them for you.



WHY THE TSSC IS THE CLUB FOR YOU...

Monthly Magazine, The Courier: The monthly magazine of the Triumph Sports Six Club. Perfect bound and full colour A4, The Courier has 68 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: As a member of the Triumph Sports Six Club you have access to 'TSSC Insurance', an insurance scheme provided by Peter James Insurance which is exclusive to our club members and offers a range of benefits – check out www.tssc.org.uk for full details.

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, run by volunteers, specialises in basic servicing items, hoods, interior trim, colour-matched paint plus much, much more with special savings for Club members.

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 50 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, and drives in the country.

TSSC Headquarters: A must-visit for all Triumph enthusiasts. Open on various open days throughout the year and by appointment for groups. 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 Mk1, Vitesse Mk2 Convertible and GT6 Mk3, Bond Equipe, Herald Coupe and 13/60 Estate, rally Vitesse, and a Spitfire Mk2 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.

Thinking of Buying a Triumph? Join the TSSC first and get expert advice, find the best cars, and avoid costly mistakes before you buy!

- Chat to local members. • Browse member-only cars for sale
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Join today at www. tssc.org.uk and start your Triumph journey!

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Telephone: 01858 434424 E-mail: info@tssc.org.uk
Website: www.tssc.org.uk

Getting a Triumph? Then join the TSSC!



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