



WHY SHOULD I BUY ONE

If you like Spitfires, then you're bound to take to its bigger brother. Rather like the Herald-based Vitesse, the GT6 uses Triumph 2000 power to excellent effect, providing a bit more power and a lot more smoothness. The added grunt certainly makes the GT6 a 'super Spit' and in its day was likened to a miniature E-type coupé in style and hatchback versatility.

The GT6 is as low cost to buy and run as a Spitfire, is as easy to maintain plus is looked after by the same widespread base of Triumph specialists.

WHAT CAN I GET?

Although the GT6 spanned three versions from 1966 to 1973, it was all based on the same theme. The Mk1 was, let's say, under-developed suspension-wise but vastly improved on the Mk2 while the Stag-tailed Mk3 is the best honed of the lot. No automatics were offered but overdrive was and highly desirable too because it makes this Spitfire-on-steroids a relaxing tourer. Many you'll find on sale sport a fabric sunroof and while it's no substitute for a proper hood, is certainly the next best thing for that open-air feeling. While strictly a two seater sizewise there was a short lived rear seat option although it's very cramped and very few GT6s were fitted with it.

WHAT ARE THEY LIKE TO DRIVE?

Anybody used to Spitfires will feel at home in the GT6, which boasts a higher level of trim. Those new to the Triumph may find the footwell cramped and the askew driving position slightly uncomfortable. The beefier gearbox isn't as slick as a Spitfire's and the steering is naturally that bit heavier. With more power to play with, that Herald-derived chassis can feel pretty taxed and pre-Mk3s need a bit of a watch if you corner clumsily although modern radials help a lot. A good GT6 is good for well over the ton with vivid acceleration – you can appreciate why Triumph never made a 'Spitfire6' as it would have certainly hurt TR sales.

WHAT ARE THEY LIKE TO LIVE WITH?

The GT6 is as simple and low to keep as the Spitfire. That forward-hinging bonnet gives superb access to the engine and the front suspension. At the other end, the hatch facility makes the GT6 a lot more practical than a Spitfire and it's certainly roomy enough for the supermarket shop. Because that big six isn't heavily stressed, overdrive can see economy returns of around 30mpg and there's enough performance on tap to easily make mincemeat of modern motoring – but with a lot more fun!

VERDICT

Given the GT6's similarity with the MGB GT, we're surprised that this Triumph isn't as highly regarded or popular. Compared to a Spitfire, the GT6 gives you more grunt, smoothness and versatility. There again, you could argue so does a Vitesse and you can have one as a fourseater convertible – the choice is yours.