

## **Upgrade Those Brakes!**

This article looks at an easy way to upgrade the front brakes of older cars whose front suspension is based on the Triumph GT6 (or Vitesse). It should be pointed out that the standard P16, two pot calipers are, when properly maintained, a very able design as fitted to all exotica of the time: Triumph GT6 and TR's, Lotus, TVR, Ginetta and, of course, Marcos.

However if you still want more stopping power how about the Princess /Ambassador four pot calipers, which not only have a better pressure distribution across the pad, but also the pad has a larger sweep area too! More contact more stopping power! Numerous extras are available too to increase performance still further such as EBC Kevlar pads and EBC Grooved disc's, or with a little extra modification vented discs!

Let's start by looking at the standard conversion that is a little more involved than the layman may let you believe, but not too drastic! The Princess calipers will bolt directly to the Spitfire vertical links which incorporate the caliper mounting lugs. However, we have the larger bearing GT6 uprights which have a separate brake mounting ring, typically the spacing of the caliper mounting lugs is not the same as the Princess caliper. The solution is to fit the square shaped mounting ring from the 1600 Vitesse or Herald when converted to front disc brakes, as opposed to the round mounting ring originally fitted to the GT6 and 2000 Vitesse. This is an easy bolt on conversion. The Princess four pot caliper can then be bolted direct to this square mounting ring!

Grooved discs are a straight swap but vented discs require splitting the calipers and reassembling with spacers, probably beyond most DIY enthusiasts. That should give you something to think about, but remember there is no substitute for a properly maintained braking system!

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