

SAH
Accessories Ltd

The

CONVERSION SPECIALISTS

for

TRIUMPH TUNE

Catalogue of

SPITFIRE

SPEED EQUIPMENT

LEIGHTON BUZZARD

BEDS. - ENGLAND

TELEPHONE : 3022 & 2556

**Large Stocks of
Genuine Triumph Spa
for most models
always available for
Immediate Delivery.**

***Sole U.K.
Distributors
for Stanpart
Conversion
Equipment.
Official Triumph
Retailer.
Bond Equipe
Distributors.
A large select-
ion of new and
used Triumph
models always
available.***

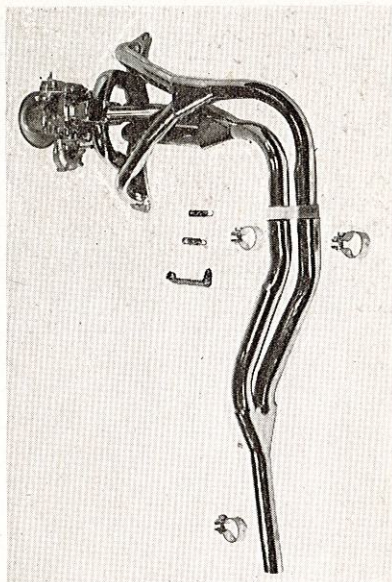
S.A.H.

Combined Inlet/Exhaust & Twin-choke Solex Carburettor Kit.

Offers over
33% INCREASE in
BHP at Rear-wheels.

For ALL Herald 948,
1200, 12/50 as well as
Spitfire MKI or II Models.

Can also be used on
early Standard 8 & 10
Models.



This high-efficiency "SAH" Combined Manifold Kit has been developed in conjunction with Messrs. Solex Ltd., to adapt their latest High-Performance "two-carburettors-in-one" Twin-Choke Automatic Model B32 PAIA Carburettor, to our special "SAH" Combined Inlet and Exhaust Manifold system.

The Manifold is supplied in Bright-Nickel plated finish (Heat-resisting) complete with a Y section down-pipe Coupling piece, for inter-connection of the two manifold down-pipe's to THE EXISTING STANDARD TAIL-PIPE and Silencer. For further improved performance it is recommended to utilise also, the "SAH" Special Twin-Tail-Pipe Silencer, in place of the standard unit.

No alteration of existing Throttle or Choke Controls is necessary. Easily installed by the average owner/handyman—with some mechanical knowledge and basic tools at his disposal.

The carburettor is supplied with an "average" set-up of Jets and Chokes. For the absolute ultimate in performance that can be obtained from this Conversion, it is recommended that actual fitting of this Kit is carried out at our works (by prior appointment), when correct tuning and change of jetting, etc. may be called for, by the use of our special Test-Bed Tuning Equipment, in order that each Carburettor is individually tuned to YOUR PARTICULAR ENGINE.

Each Kit is supplied complete with:—

Combined Manifold Carburettor Air-Filter and Clip Carb., Gasket, 3 Pipe Clips, Throttle Return Spring and Brackets, 4 Carb., Mounting Bolts, etc., and a Detailed Fitting Instruction Sheet.

Special High-Lift CAMSHAFTS



for the Spitfire and Herald Engines

As used on the "S.A.H." fully modified Engine, which develops over 85 B.H.P. with the Stage I camshaft.

It is recommended that these Camshafts are used in conjunction with our specially modified High-compression and "Flowed" Cylinder Head and our Four-branch Extractor Exhaust Manifold in order to obtain maximum B.H.P. output.

The STAGE I CAMSHAFT is recommended for normal road use.

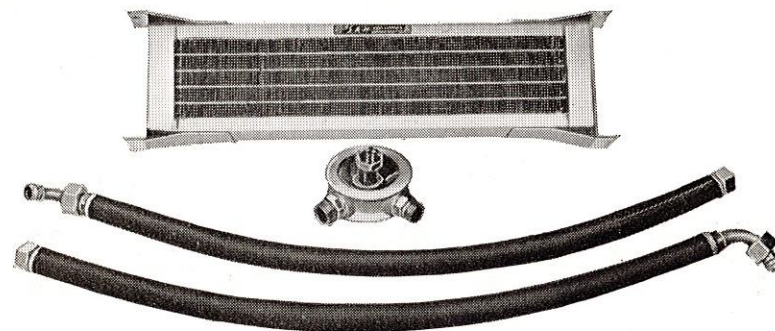
The STAGE II CAMSHAFT is designed for competition use and gives maximum power in the higher Rev. range.

VALVE TIMING

S.A.H. "26"	Inlet	Valve Opens 22 degrees B.T.D.C.	
MODIFIED	Inlet	Valve Closes 62 degrees A.B.D.C.	Lift .045"
CAMSHAFT	Exhaust	Valve Opens 62 degrees B.B.D.C.	Extra
(STAGE I)	Exhaust	Valve Closes 22 degrees A.T.D.C.	
S.A.H. "57"	Inlet	Valve Opens 52 degrees B.T.D.C.	
MODIFIED	Inlet	Valve Closes 76 degrees A.B.D.C.	Lift .275"
CAMSHAFT	Exhaust	Valve Opens 76 degrees B.B.D.C.	Extra
(STAGE II)	Exhaust	Valve Closes 52 degrees A.T.D.C.	

See main price list for details of price, etc.

SHV/1/65



OIL COOLER KITS

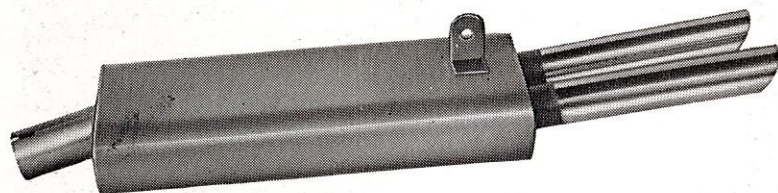
These special S.A.H. Oil Cooler Kits are available for all the modern Triumph range (except 948c.c. Herald) and are recommended by the manufacturers. They are also approved by Bond for their Equipe G.T. for which they are officially homologated.

These kits are an essential for any Triumph car which is used for high speed motoring, such as on Motorways or Autobahns. For competition motoring they are vital for the protection of the Con-Rod and Main Bearings. In a climate temperature of approximately 75/80° the sump oil in the Triumph engine, even if only used at medium touring speeds, can quite easily reach a temperature of 120° which causes a serious drop in oil pressure (down to 30-35 lbs.) and excessive wear on all bearing surfaces. When the S.A.H. Oil Cooler is used it cuts the oil temperature by some 35% and maintains a corresponding pressure of 60/62 lbs.

Avoid that Big End Bearing failure NOW and save on repair bills by fitting an S.A.H. Oil Cooler Kit. Supplied complete with special Cooler Radiator, 2 High Pressure Hoses, Adapter Filter Assembly and Gaskets.

SHV/2/65

SILENCERS



with Twin Chrome-Plated Tail Pipes

FOR THE

HERALD 948, 1200, 12/50

VITESSE, SPITFIRE or BOND EQUIPE G.T.

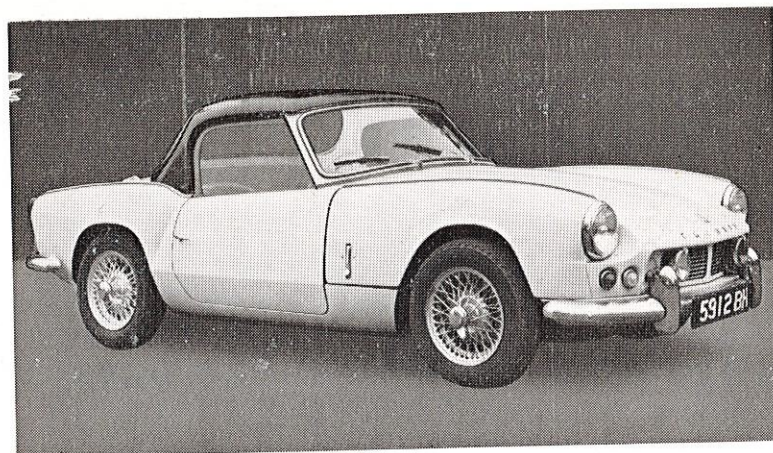
Special high efficiency "straight-through" type Silencer with heavily chrome-plated twin tail pipes which will improve the rear end appearance of your car and at the same time increase the efficiency of the exhaust system.

This highly attractive unit is finished in bright Red enamel and can be used as a replacement for the standard tail-end silencer fitted to the Herald 948, 1200 12/50; Vitesse; Spitfire or Bond Equipe G.T. It considerably reduces the back pressure that exists on the standard single tail pipe silencer.

Easily fitted—simply remove the existing unit and bolt-on the new "S.A.H." high efficiency unit.

Particularly recommended when using our four-branch exhaust extractor Manifold.

SHV/2/65



WIRE WHEEL KITS

GIVE YOUR

SPITFIRE/HERALD

VITESSE/BOND EQUIPE

PERSONALITY

Fit this

Specialty designed Wire Wheel Conversion Kit to **YOUR** car and gain **Improved Road-holding, Extra Width in Track, Elegant Sporty Appearance.**

Easy to Fit

just remove existing Disc-wheels, bolt-on splined hubs, fit your own tyre's/tube's to wire wheels, and lock on to hubs by the Chromed "Knock-on" Caps—the job is completed.

Result

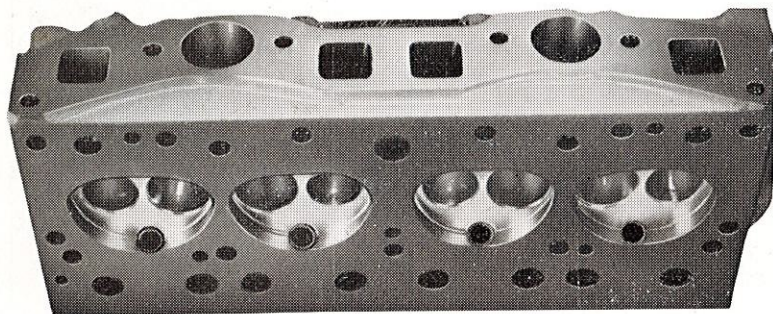
Faster Cornering — Greatly Improved General Road-holding with Safety, Plus additional Brake-Cooling.

These Kits consist of

5. 60-spoke Dunlop Wire Wheels.
4. Splined Wire Wheel Adapter Hubs.
4. Chrome "Knock-on" Caps.
16. Specially designed Adapter Lock-nuts.
5. Protection Rubber-bands.
1. Copper Mallet.

SHV/3/65

MORE POWER FOR THE TRIUMPH HERALD, SPITFIRE & VITESSE



WITH THE **S.A.H. MODIFIED and 'FLOWED' HEAD**

Modifications include:—

- COMPRESSION RATIO raised (see chart).
- COMBUSTION CHAMBERS modified and polished and "balanced".
- EXHAUST PORTS enlarged to suit "S.A.H." Manifold.
- INLET PORTS enlarged and polished.
- INLET MANIFOLD modified and matched (where applicable).

Our standard of workmanship and finish is second to none—resulting in a fine "mirror" polished surface to porting and accurately balanced combustion chambers—each Head being carefully modified to our "Master" profile.

Modified Cylinder Heads using standard carburation and exhaust offer a power increase of approx. 15%, and even greater improvement can be obtained by using our Extractor Exhaust System.

We can also supply and fit larger (3/32") inlet valves (Spitfire Heads only) which improve "breathing" particularly when used with special carburettors such as the Weber 40DCOE or Solex Twin-Choke. Highly recommended for achieving maximum performance and power output.

COMPRESSION RATIOS

HERALD 1200		HERALD 12/50		SPITFIRE		VITESSE	
St'd	Modified	St'd	Modified	St'd	Modified	St'd	Modified
8 to 1	9 to 1	8.5 to 1	9.5 to 1	9 to 1	9.75 to 1	8.75 to 1	9.2 to 1

When a modified Head is sent in advance on exchange a deposit is charged, this deposit is refunded when we receive your old Head, etc. Only the bare Head, Valve Guides and standard Inlet Manifold are supplied.

SHV/3/65

1147cc TRIUMPH ENGINE STAGE II CONVERSION

approx. 90-100 bhp

Greater Power—Speed—Performance

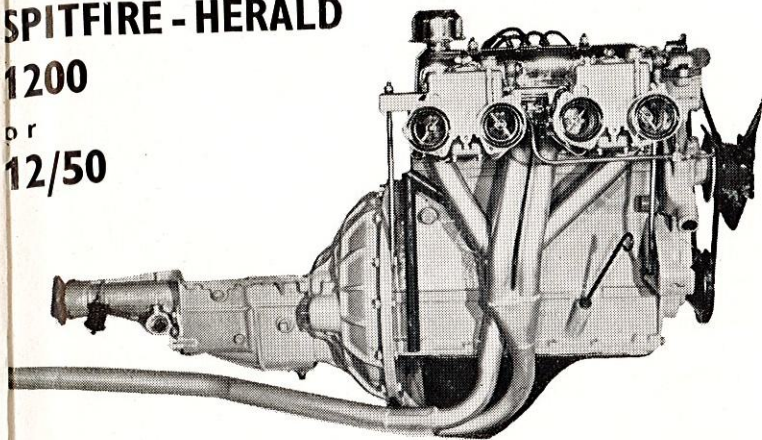
For your

SPITFIRE - HERALD

1200

or

12/50



The above illustration is of the SPECIAL "SAH" 90 + 10 bhp Modified, Ready-Built-Up version - offered on an Exchange basis (Complete with Close-ratio Gearbox) against any old Spitfire, Herald 1200 or 12/50 Engine and Gearbox Assembly **irrespective of mileage** (subject only to damage to block and gearbox casing etc.) Detailed and Priced as per our Main Catalogue Price List. Item "F".

OR can be purchased in basic Kit Form for converting your own Engine and Gearbox as detailed/priced under item "C" in main catalogue price list.

OR Basic Un-Modified parts built-up into an Exchange Engine and Gearbox form, see item "E" in main price list.

Both the above versions developing approx. 90 bhp as claimed by Messrs. Standard Triumph Ltd.

Smaller individual parts Kits are detailed on Main Price List.

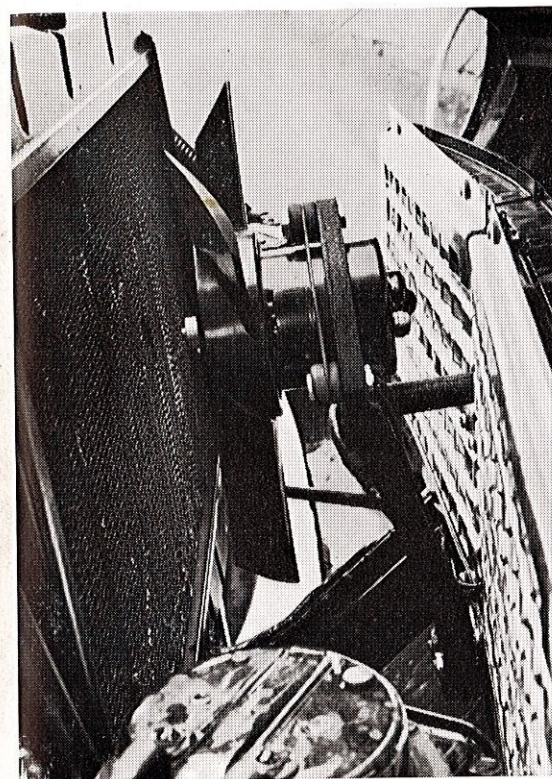
All the above, carry normal Stanpart Warranty terms as issued by manufacturers.

SAH Accessories Ltd. have been officially appointed by Standard Triumph Ltd. as SOLE U.K. Distributors for these Stage II Kits which are available either direct from SAH Ltd. or via your local Standard Triumph Agent/Distributor.

KENLOWE

"THERMOMATIC" ENGINE COOLING FAN

- ★ ELIMINATES UNNECESSARY POWER LOSS WASTED BY DRIVING CONVENTIONAL FAN
- ★ REDUCES FUEL CONSUMPTION
- ★ FULLY AUTOMATIC
- ★ CUTS OUT FAN NOISE
- ★ REQUIRES NO MAINTENANCE
- ★ TEMPERATURE SETTING AVAILABLE FOR ALL OPERATING CONDITIONS
- ★ DOUBLES THE LIFE OF YOUR FAN BELT
- ★ 12 MONTHS WRITTEN GUARANTEE



EEF/4/TH.
Triumph Herald 948cc.

EEF/4.
Triumph Herald 1200cc.
" " 1250cc.
" TR/2.TR/3.TR/4.

EEF/3/TV.
Triumph Vitesse.

EEF/4 Major.
Triumph 2000.

Complete Kits include:
Thermal Control Hose
Adaptor.
Dash Indicator Light and
Manual Control.
There is a Kenlowe Fan
for every car in the
world.

*Kenlowe Installation on a Triumph Herald
with the fan arranged as a 'pusher'*

KENLOWE THERMOMATIC ENGINE FAN

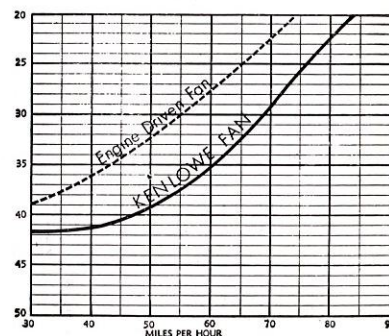
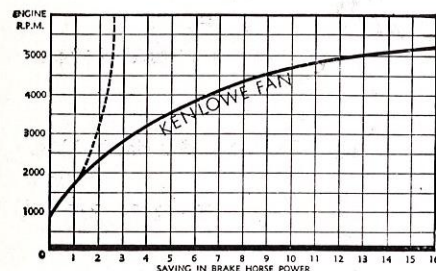
The advantages over the existing type of engine driven fan is namely that in traffic congestion the Kenlowe Fan is working at 2,300 r.p.m. and, therefore, giving full efficiency of air flow irrespective of engine revs, against the conventional fan which would be limited to the engine r.p.m. of approximately 500 at tickover condition.

It therefore follows that if the conventional engine driven fan is efficient at such a low r.p.m. it must consume large amounts of brake horse power at high engine r.p.m. of, say, 5,000. For example, the fan on a very well known make of sports car consumes not less than 18 b.h.p. at 5,000 r.p.m. This means that if we take an average car, which is using 30 b.h.p. to propel the vehicle and its load over average give and take conditions, up to 20% will be required to drive the fan when this unit is not required in any way owing to the ram effect caused by the forward motion of the vehicle. Therefore, the saving of 20% or 6 b.h.p. can be immediately introduced and this will, of course, bring about a saving in fuel used in the same proportion, i.e. a normal petrol consumption of 30 m.p.g. would decrease to 36 miles per gallon.

In addition to the obvious economic advantage, there must be taken into account the noise factor of the conventional fabricated metal fan and this is, of course, eliminated for a large percentage of motoring time. Tests over the last three years have shown that the Kenlowe Fan is in use for only about 5% of normal motoring.

This unit cancels out the need for a radiator blind and does, of course, provide the answer to the car that overheats during the summer months, in this country or abroad. It is completely automatic in operation and requires no maintenance during the life of the average vehicle, completely weatherproof by the use of zinc plated motor casing and nylon impellor etc.

This equipment was chosen for the Cambridge Libyan Expedition, 1961.



DESCRIPTION

Balanced armature plus balanced nylon impellor means no vibration, minimum resonance. Zinc plated motor covers give 100% weather-proofing. The Thermal Control cuts fan in automatically on temperature rise to a cylinder head temperature of 87 deg. C. and cuts out automatically when the temperature is reduced to 84 deg. C. Normal time taken to reduce temperature to 84 deg. C. 1 minute. (Other settings to order.)

Installation of Thermal Control is by use of the mounting flange supplied with the standard kit, for soldering into the radiator tank, or by the Hose Adaptor for carrying the Thermal Control in the radiator hose. Charged extra at 19/6. (Use of Hose Adaptor saves 50% fitting time.) (We guarantee no restriction of water flow.)

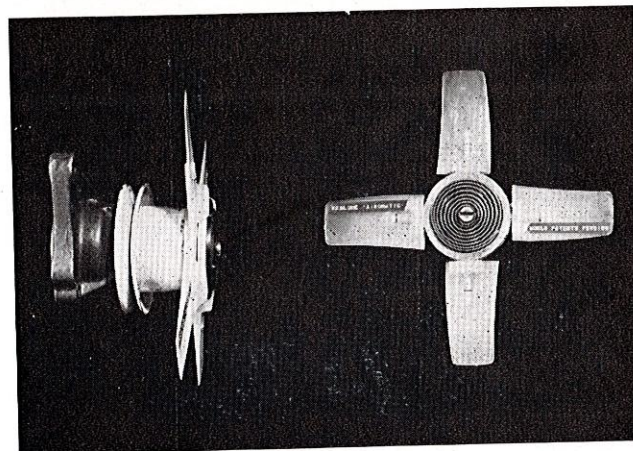
Approved by the World Motoring Press and tested by leading car manufacturers, the Kenlowe "Thermomatic" Engine Fan is a major step forward in engine cooling. Prior to this revolutionary equipment, the car designer had to incorporate a fan that was of adequate efficiency when driven by an engine ticking over at approximately 500 r.p.m., although it was realised that such a fan consumed a large amount of power at high road speeds where the ram effect caused by the forward motion of the vehicle was quite sufficient for engine cooling WITHOUT A FAN AT ALL.

Reference to the graph will show that a considerable saving in power and fuel is gained with the Kenlowe "Thermomatic" Fan. The graph also shows that the slip clutch fan only saves approximately 20% against the 100% of the Kenlowe Fan. Note dotted line on graph.

This point is emphasised when it is remembered that tests on several vehicles over 3 years have shown that the Kenlowe Fan only comes into use for approximately 5% of motoring time.

Kenlowe "Thermomatic" Fans are: Fitted as standard equipment on Bristol 407 and 408, Facel Vega, Vickers Hovercraft, Icelandic Survey Snow Cats, etc., etc.

Kenlowe "Airomatic" Engine Cooling Fan



**TEMPERATURE CONTROLLED
ELIMINATES UNNECESSARY POWER LOSS
WASTED BY DRIVING CONVENTIONAL FAN
REDUCES FUEL CONSUMPTION
IMPROVES INTERIOR HEATER
REDUCES NEED FOR CHOKE
REDUCES FAN NOISE
FULLY AUTOMATIC
REQUIRES NO MAINTENANCE
12 MONTHS WRITTEN GUARANTEE
FULL FITTING INSTRUCTIONS SUPPLIED**

Completely automatic
Completely self contained
No metal to metal contact
Only 2 moving parts
No lubrication or maintenance
Blades moulded in non-resonant plastic and balanced to aircraft standards
Progressive operation ensures no sudden shock loading on fan belt
Correct aerofoil blade shape to ensure minimum power absorption when blades are flat and maximum airflow when pitched.

The "Airomatic" Fan is bolted in place of the conventional fan and uses the same bolts. The existing Fan Belt remains in position to drive the Water Pump and Dynamo—**No modification to the car has to be made.**

The KENLOWE "AIROMATIC" ENGINE COOLING FAN is TEMPERATURE CONTROLLED, it rotates in the same way as your present conventional engine fan and is driven by the same method but the blades are completely flat and therefore absorbing the minimum power and making the minimum noise until the coolant temperature requires reduction when the blades progressively pitch and so gradually increase the amount of air being drawn through the radiator. Under really hot conditions the pitch increases to a maximum of 45° which will move more air than your existing fan which would normally have a fixed pitch of approx. 35°.

Conversly, in cold weather conditions the KENLOWE "AIROMATIC" ENGINE COOLING FAN would ensure the quickest possible heat build up without the need of a radiator blind or muff and so bring about a much more efficient interior heater in the shortest possible time after starting the engine from cold.

Eliminating the power absorbed by your present engine cooling fan means that for a given throttle opening you will have more engine revs., these extra revs., will drive the car faster, if the extra speed is not required then you will need a smaller throttle opening to maintain a given speed, a smaller throttle opening must inevitably reduce fuel consumption in the same proportion.

THE KENLOWE "AIROMATIC" ENGINE COOLING FAN ELIMINATES OVERCOOLING AND ENSURES THAT MAXIMUM COOLING EFFICIENCY IS AVAILABLE TO COMBAT OVERHEATING.—**WHATEVER THE WEATHER, GET UP AND GO WITH KENLOWE.**

RELATIONSHIP BETWEEN TEMPERATURE AND ENGINE WEAR

Number of miles of running required to reach temperature of highest efficiency and lowest engine wear (ambient temperature prevailing at time of 40°F.).

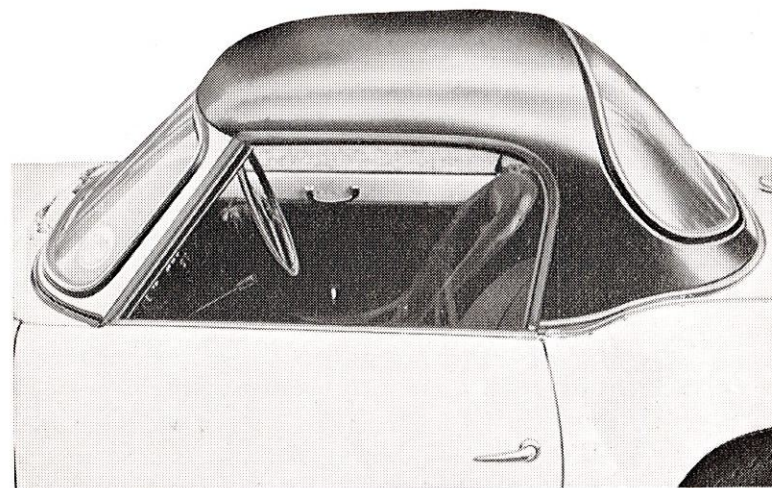
(a) With conventional fan—12.5 miles

(b) With Klenlowe "Airomatic" fan—4 miles

Note—Both figures obtained with same engine thermostat installed.

Light Weight Glass-Fibre HARD TOP for the SPITFIRE

Completely and Easily Detachable



Headroom increased by approx. 2 inches

Non Rusting Anti-Drumming Elegant Appearance

EXTREMELY LARGE MOULDED PERSPEX
WRAP-AROUND REAR WINDOW
GIVING EXCELLENT ALL ROUND VISIBILITY
RAYON LUSTRE FIBRE (BEIGE COLOURED)
INTERIOR LINING

FITTED WITH INTERIOR ROOF LIGHT
FIRM AND RIGID CONSTRUCTION

4 FIXING BOLTS ONLY, NO DRILLING REQUIRED

No alterations required to existing Hood, simply remove Hood and Frame from the car and bolt on the Hard Top.

SAH

**"LE MANS" Glass-fibre
BONNET (Hood)
ASSEMBLY**



**LIGHTWEIGHT ALL PLASTIC GLASS-FIBRE
CONSTRUCTION.**

**IMPROVED STYLING AND APPEARANCE.
SPECIAL RECESSED HEADLAMP
POSITIONS.**

**MOULDED PERSPEX (with Chrome
edging) HEADLAMP FAIRINGS.**

**COLD AIR-INTAKE APERTURE ON TOP OF
BONNET, for improved carburation.**

**SPECIAL HOT-AIR EXTRACTION GRILLS
on either side (Grills included).**

All existing Lamps, Mountings, Frames, Locks, Hinges, Front-Grill etc., are utilised from existing Assembly.

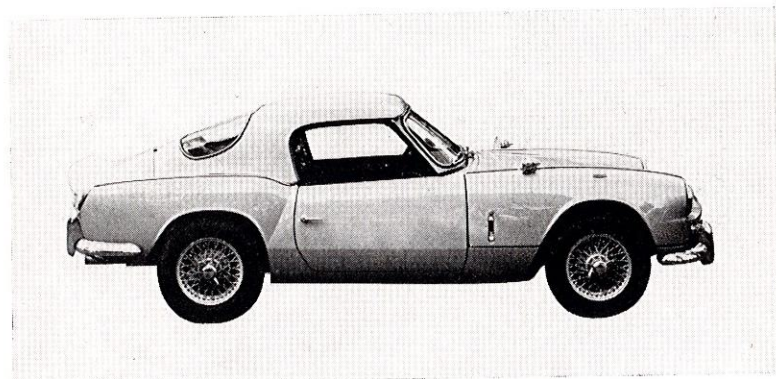
No allowance can be made against old metal bonnet.

Spraying and Fitting can be undertaken here at our works by prior appointment only.

Note: *Depicted in the above illustration is the Magnesium Wheels and also the SAH "Roll-over" Crash Bar.*

SAH

**G.T. "Fastback"
Conversion for
Mk. I & II Spitfire**



**Give your Spitfire genuine "Gran Turismo" look
by fitting this new vastly improved Mk. II version
of this popular hardtop.**

New large "wrap-around" moulded perspex rear window giving improved all-round vision—better appearance.

All glassfibre construction.

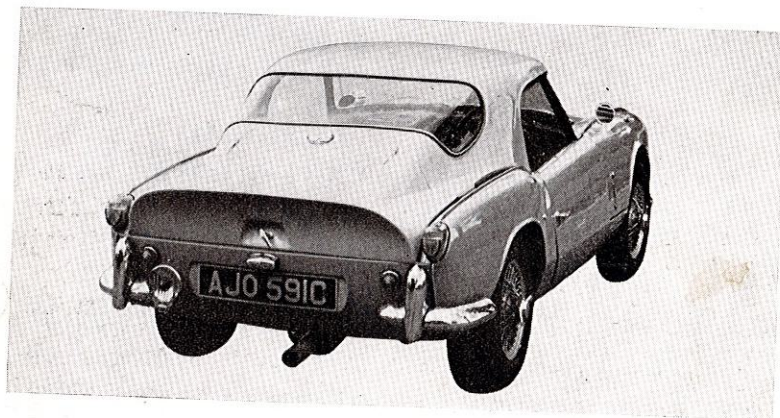
Increased luggage space, with separate lockable boot-lid (replacing existing metal lid).

By virtue of improved "lines"—better top speed and improved high-speed acceleration.

Interior finished in attractive fleck-plastic paint that gives a smooth dirt-resistant, easily cleaned finish.

Although not designed for daily removal/re-fitting, it can nevertheless be quite easily removed and replaced when "open" motoring is once again desired at any time.

Interior can be lined with P.V.C./cloth material and fitted with interior roof-light, at extra cost as quoted in price-list, and to special order.



**Manufactured by S.E.B. Plastics
(Linslade) Ltd., Distributed by SAH
Accessories Ltd.**

S/2/66

Wide-Base : Maximum road-holding improvements are obtained by use of wider-than-standard rim bases. Sizes from 4½" J section, 5" J 5½" J and up to 6" J (subject to suitable clearances on vehicle).

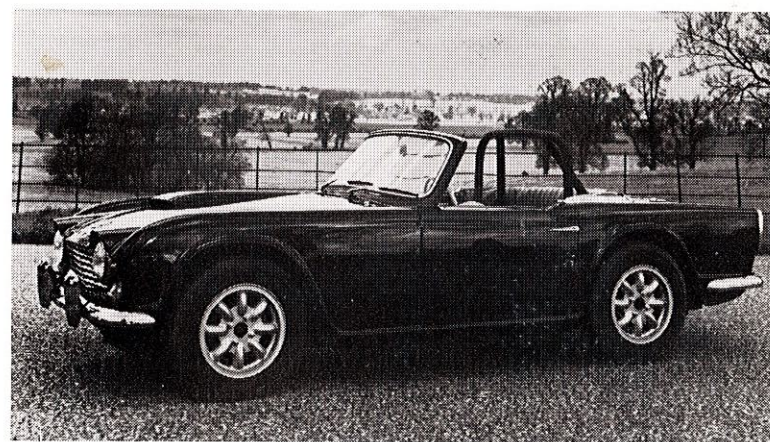
Kits as priced in our catalogues consist of particular width wheel bases selected as being most popular for that given model of vehicle. These can of course be varied to individual requirements.

A fully detailed, illustrated technical catalogue giving fullest information, application charts, details on the 86 various assemblies, with different Wheel Spacers, Splined-Adapters, Peg-drive Adapters and Converters, special balance weights, and 15 different wheels, is available on request for a small charge.

Place your confidence in

"Minilite" Magnesium

by Tech Del Ltd. Distributed by S.A.H. Ltd

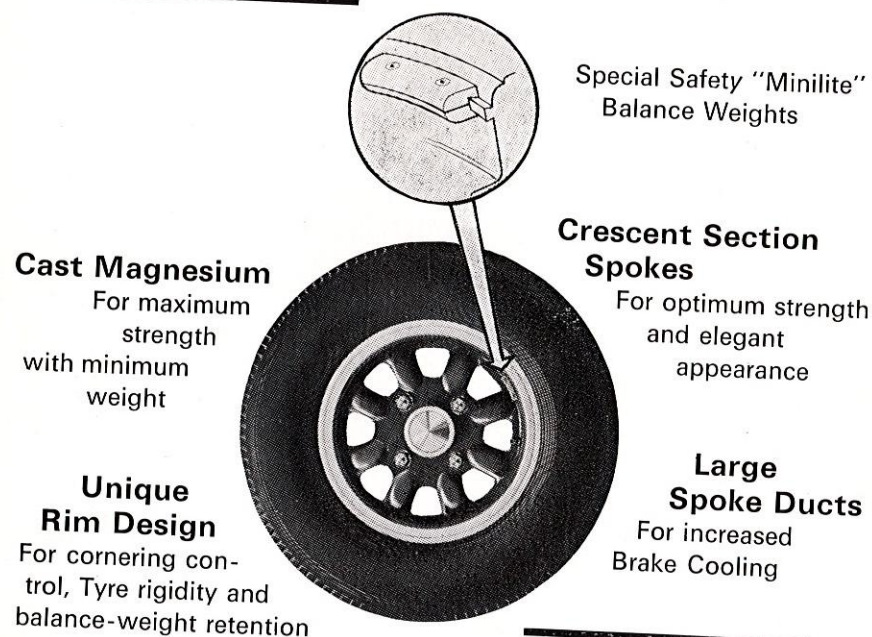


STV/3/65

"Minilite" Magnesium Wheels

Manufactured by: Tech Del Ltd.
Distributed by: S.A.H. Ltd.

Reduce that "un-sprung weight" by fitting these High-Quality Engineered **Magnesium** Wheels, and at the same time give YOUR car that Elegant High-Bred Sports Car Appearance.



Cast Magnesium
For maximum strength with minimum weight

Unique Rim Design
For cornering control, Tyre rigidity and balance-weight retention

Special Safety "Minilite" Balance Weights

Crescent Section Spokes
For optimum strength and elegant appearance

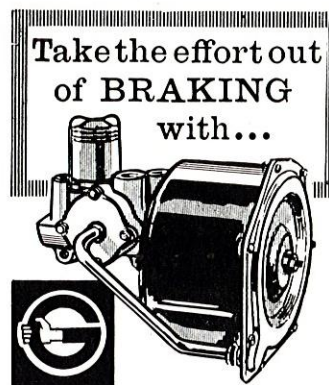
Large Spoke Ducts
For increased Brake Cooling

Magnesium Alloy Wheels give the advantage of:-

Lightness: One quarter the weight of steel. Two thirds the weight of aluminium.

Strength: High static and dynamic properties, superior to cheap aluminium wheels, pressed steel or wire-wheels. **Twice** the strength-to-weight ratio of mild steel and extremely resilient.

p.t.o.



Take the effort out
of **BRAKING**
with...

POWERSTOP
DESIGNED BY
GIRLING

A BRAKE BOOSTER which has no effect on engine performance

The Powerstop has been produced in response to the demand for a Vacuum Servo unit with the same qualities as that fitted as original equipment to many thousands of cars, but designed to supply a suitable amount of power for the normal unassisted hydraulic brake system, without affecting the running of the engine in any way. After the position is determined, fitting the equipment is easy and straightforward; the arrangement of the output piston allows free flow of fluid through the unit when it is at rest; the unique hydraulic valve is actuated by the pressure from the master cylinder and reacts to the boosted pressure supplied to the brakes; the control pistons allow an exact proportion of power to be supplied at all times; because of the 'suspended vacuum' piston large amounts of air are not suddenly drawn into the engine.

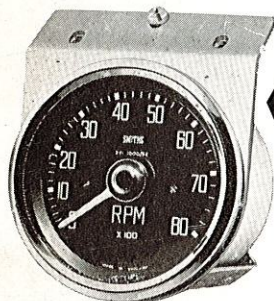
The unit is self contained and requires no maintenance except for occasional changing of the filter element. It is recommended that the filter element is changed when replacement brake shoes are fitted.

KITS AVAILABLE FOR MOST MAKES OF CARS

Kit includes fitting instructions and all necessary parts.

NOTE: The Powerstop is not recommended for hydro-mechanical braking systems.

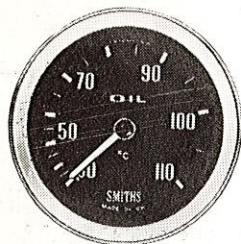
ADDITIONAL INSTRUMENTS by Smiths



Electric
TACHOMETER

2 in Diameter

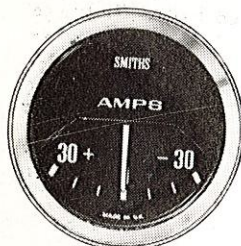
Electric or
Clockwork
CLOCKS



Oil Temperature
GAUGE



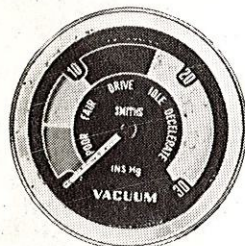
Oil Pressure
GAUGE



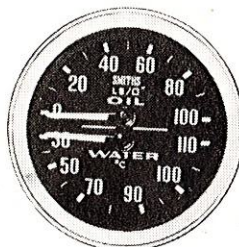
Ammeter Gauge
KIT



Water
Temperature
GAUGE



Engine
Performance
Gauge KIT
Combined
Oil Pressure
& Water Temp.
GAUGE



STV 4/65

Wood-Rim Steering Wheels

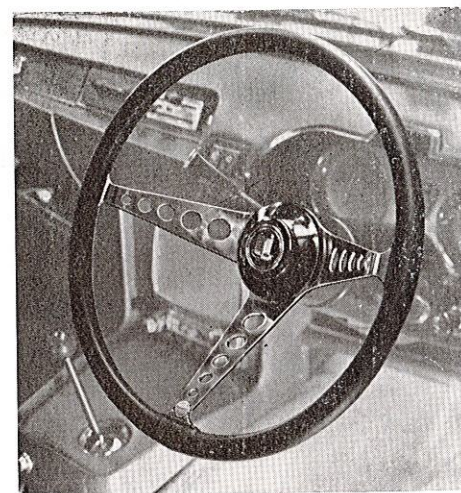
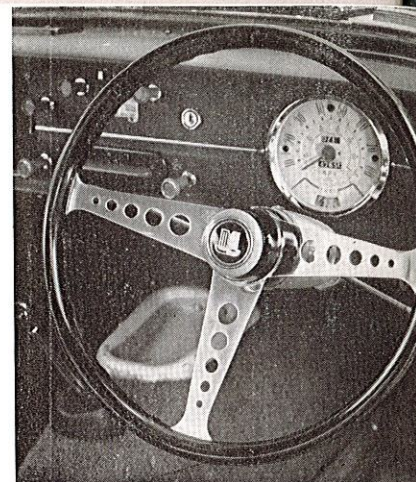
(also in LEATHER)

Special ONE-PIECE SPOKE FRAME
in HS30 WP DURALIUM.

$\frac{1}{4}$ " SQUARE STEEL RIM (rivetted to
spoke frame) for increased
STRENGTH AND SAFETY.

Radial-laminated AFRICAN
MAHOGANY Epoxy-resined to frame.
Sculptured to fit the hand with perfection.

Finished in Acid-Catalyst Lacquer,
for perfect "feel", that is impervious
to perspiration.



Type "A" ($14\frac{3}{4}$ " overall)
will fit all the following
models:—

TR4 & 4A
SPITFIRE (mk I & II)
ALL HERALDS
VITESSE

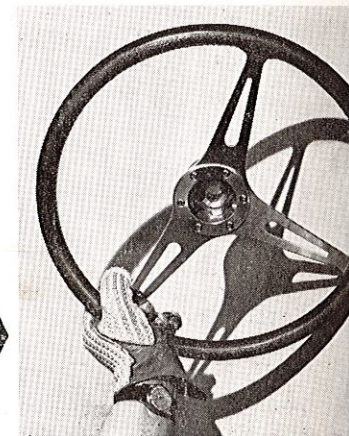
Type "B" ($15\frac{1}{4}$ " overall)
will fit:—

All models TRIUMPH 2000
(Leather type shown)
(new central Horn-button is included,
as shown)

Type "A"

$15\frac{3}{4}$ " Wood-Rim Wheel, with slotted
frame only (as shown) for TR2/3 & 3A

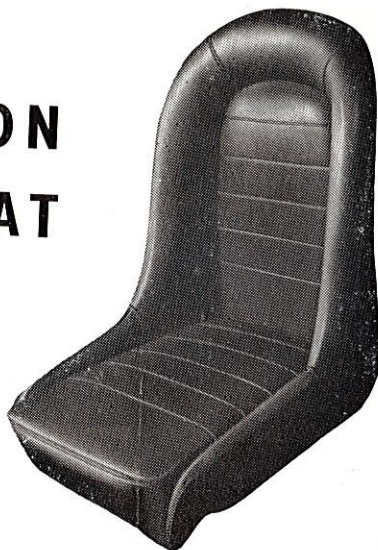
STV/1/65



S.A.H. COMPETITION BUCKET SEAT

available with
10°, 17° or
32° rake

additional variation
of angle can be
obtained from the
mounting frame.



LIGHT-WEIGHT GLASS FIBRE

(Approx. 10 lbs. lighter than the Standard TR seat)

A strongly made and well designed Competition Seat attractively trimmed in special high-flexing and hard-wearing Red or Black P.V.C.

(other colours to order)

Extremely comfortable, due to its luxuriously padded foam upholstery and good design, giving maximum support to the back and a firm grip on the hips.

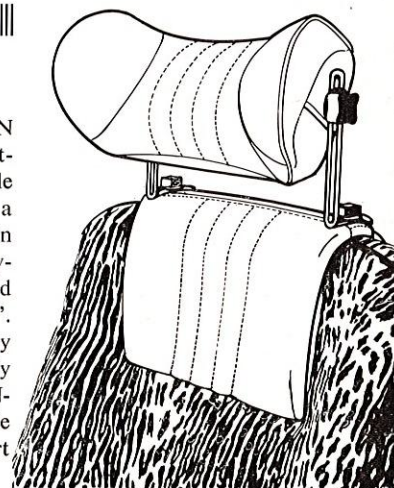
Will fit direct to existing runners on most makes of car.

Special mounting frames are available for direct fitting to the T.R.2/3, T.R. 4, Spitfire, Herald or Vitesse.

STV/1/65

THE *Kontinental* PULLMAN *Head-Rest*

The KONTINENTAL PULLMAN HEAD-REST converts car-seats, instantly, to First-Class Pullman style seating which will make travelling a pleasure. Long distance journeys in particular become infinitely more enjoyable. Passengers can lean back and relax. Enjoy a refreshing "forty winks". Even long periods of sleep in steady driving conditions. Tourists and Rally Teams especially, will find the KONTINENTAL a more than worthwhile investment in well being and comfort during their extended journeys.



FULLY ADJUSTABLE

to suit all individual requirements.

The KONTINENTAL PULLMAN HEAD-REST is fitted in a second and remains firmly in position. There is nothing to fix or screw and it can also be removed in an instant. The head-piece is fully adjustable to suit individual requirements. Once adjusted it remains positively locked and will not move, roll or tip. It is deeply winged to provide maximum comfort and prevent excessive head movement when cornering.

The KONTINENTAL PULLMAN HEAD-REST is a top-quality accessory. Superbly upholstered in deep foam cushioning and heavy gauge simulated leather on a robust steel frame. The adjustment guides are in plated steel. Fitting is by means of broad steel-spring grips — which are plastic-sleeved for appearance and protection — and enables the Kontinental to be fitted or removed instantly.

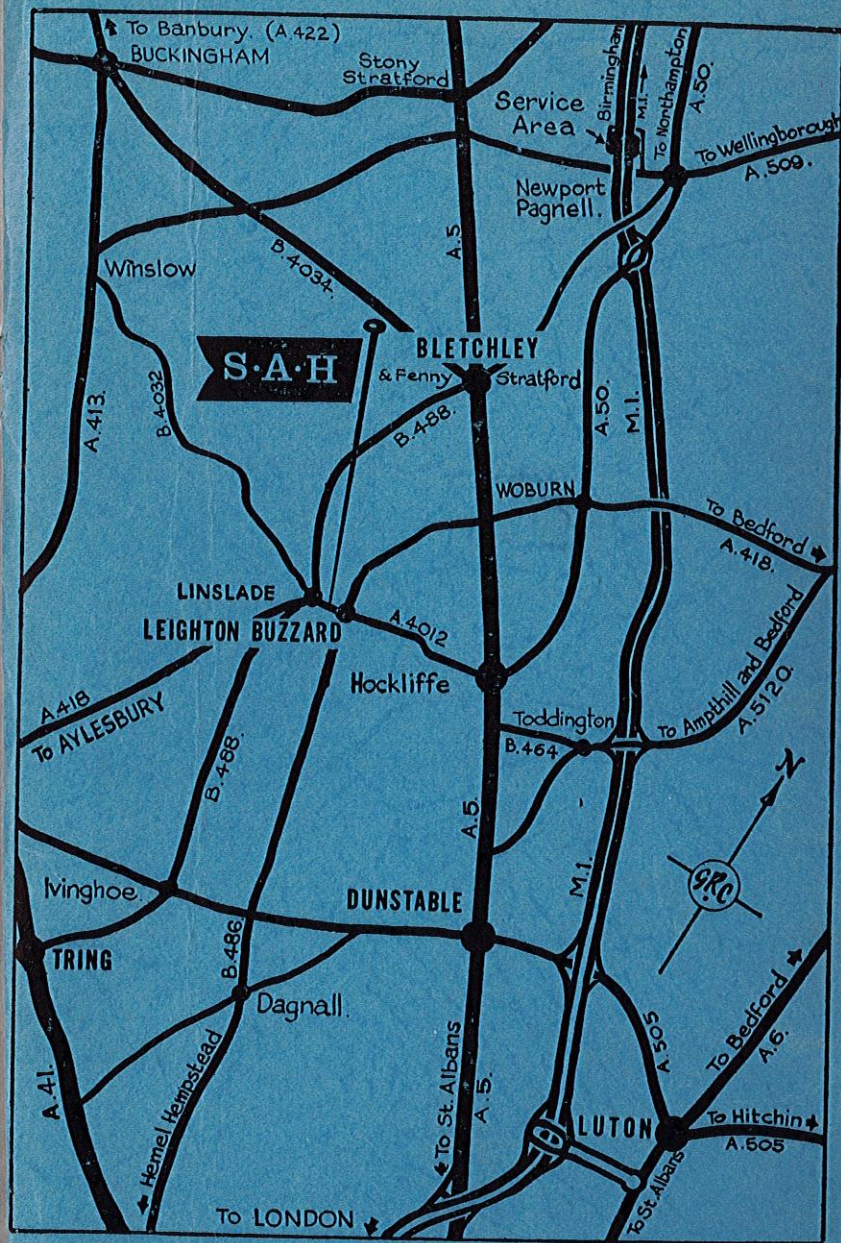
Available in the following colours :-

EBONY BLACK . GUARDSMAN RED
ROYAL MAROON . LONDON TAN
CAVALRY TAN . BRITISH RACING GREEN
SLATE BLUE . KOOL WHITE . RIO GREY

PRICE COMPLETE

£6.6.0

2/ALL/66



It pays

to patronise
those who
specialise
