

The Triumph 1300

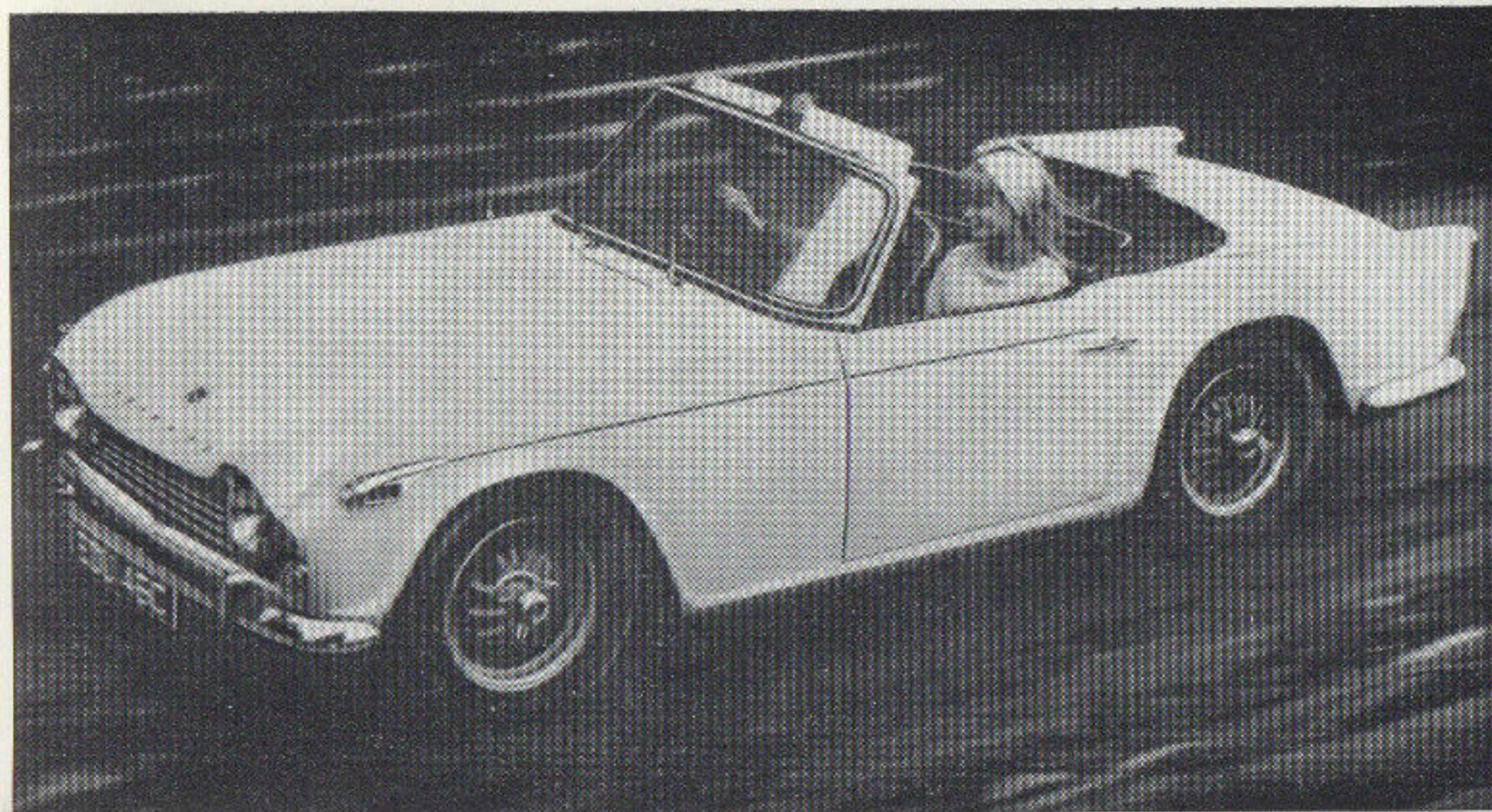
Or how to find the meaning of complete.

Easiest way to show you is to take a deep breath—and list. The Triumph 1300 has all-round independent suspension, synchromesh on all forward gears, front-wheel drive. Top speed is 85 m.p.h. Front wheels have disc brakes. Turning circle is 30 ft. Petrol tank 11 $\frac{3}{4}$ gallons. Screenwashers. 2-speed heater/demister. Carpets. Walnut finish. Adjustable steering column. Adjustable (rake / height / length) driver's seat. Even this isn't a complete inventory. We're out of space—and breath. Why not see it?

new Triumph 2000 Estate

How to carry it off in style.

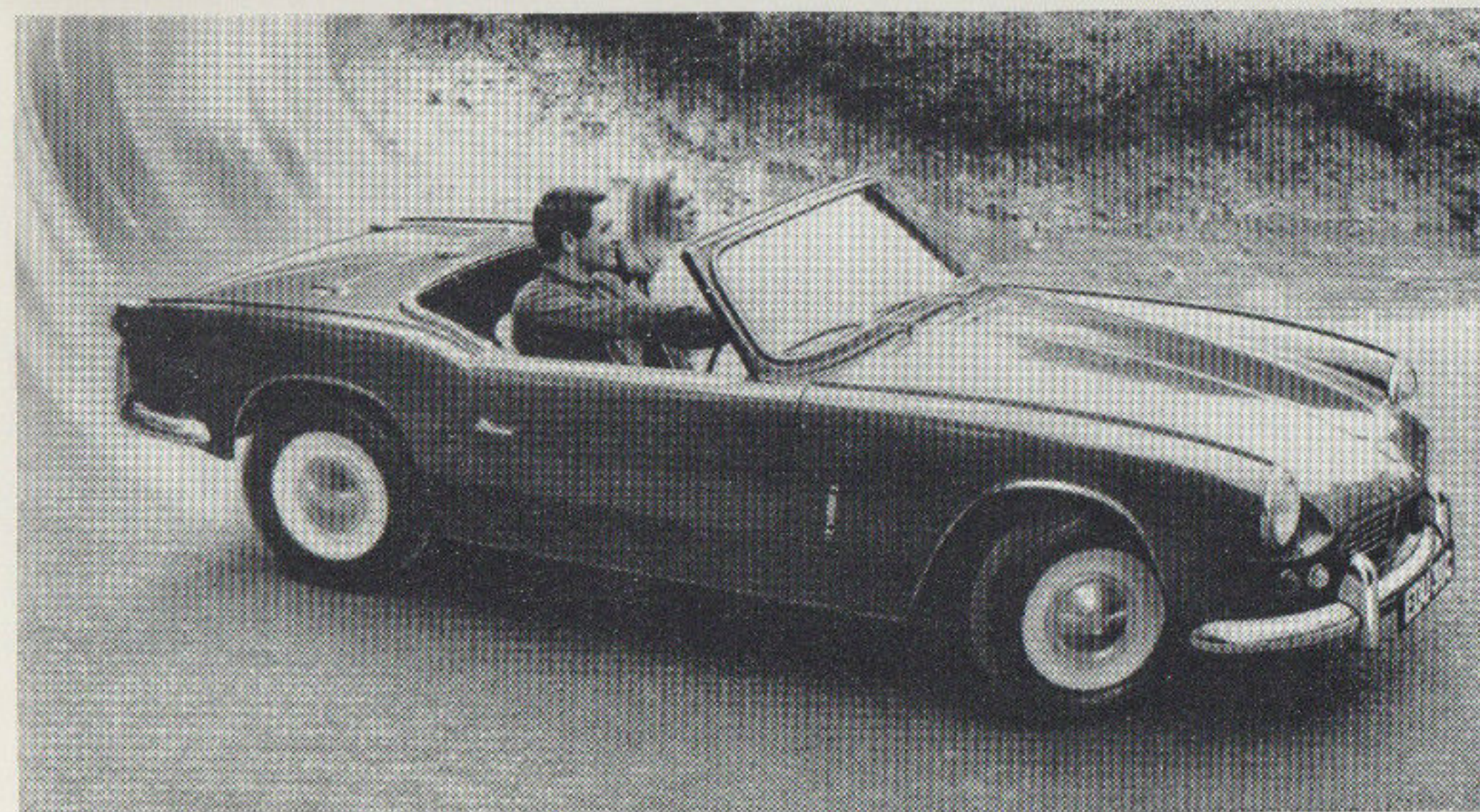
Good many estate cars are utility vehicles. Or, to put it bluntly, vans. The new Triumph 2000 Estate. It has everything a van ever had: a carpet on the floor, padded arm rests, a 2-speed heater, a radio, fully reclining front seats, a 12-volt power window, independent suspension, sun-visors and not least, a cigarette lighter. No van ever had a top speed of over 90 m.p.h. and the smoothness of a 6-cylinder engine. However, that's not to say that the Triumph Estate hasn't anything in common with a van—it has SPACE. Over 5 ft. by 4 ft. of space. Enough.



The Triumph TR4A

Or how to recognise the real thing when you see it.

What makes the TR4A so genuine? First, its performance. The hearty 2-litre engine gives a top speed of 110 m.p.h. and acceleration to match. (0-50 m.p.h. in 7.9 secs.). Second, road-holding. All-round independent suspension together with rack and pinion steering mean precise control. Third, the feel of the TR4A. Syncromesh on all 4 gears, and front disc brakes. Also (fourth) luxury. Facia gleams with walnut. Floor is carpeted. Hood is fully convertible.



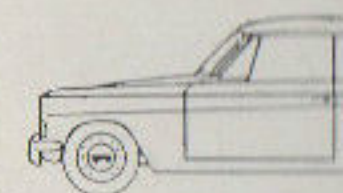
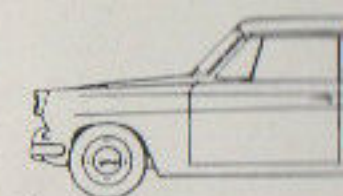
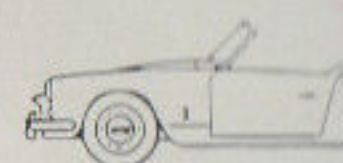
The Triumph Spitfire Mk. II

Or how to go one better than a Triumph Spitfire.

The Spitfire Mk. II has a top speed of over 95 m.p.h. It will accelerate from 0-50 m.p.h. in 10 seconds. It will cover a standing $\frac{1}{4}$ -mile in 19.0 seconds flat. It has all-round independent suspension.

Inside, the cockpit, once and for all ends the fallacy that sports cars have to be cramped and draughty. The two bucket seats are set low and well back from the facia. The floor is carpeted. The facia and the doors are padded. And the hood closes limpet-tight.

Like to prove all this? Any Triumph dealer will be pleased to arrange a test drive. It gives him an excuse for being in a Spitfire.





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The Triumph Vitesse

Or how to get 2-seater sports car enjoyment from a 4-seater saloon.

The Vitesse is a thoroughly practical car. It has four headlamps. It has a boot that's there to take luggage. It has a carpet on the floor. Walnut facia. And the same nimble 25 ft. turning circle as the Herald 1200 range. The smooth 6-cylinder engine gives a top speed of 90 m.p.h. It has all-round independent suspension and rack and pinion steering. However there's one important non-sporting characteristic of the Vitesse: the insurance. You'll get charged saloon car rates.

(Sunshine roof available as an extra)

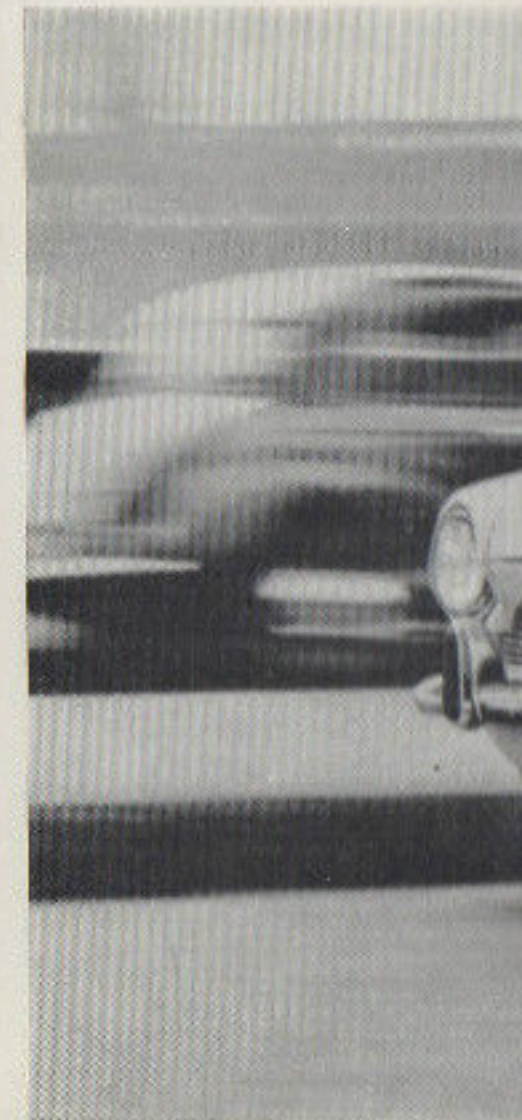


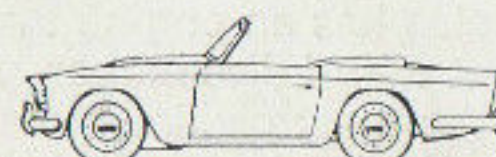
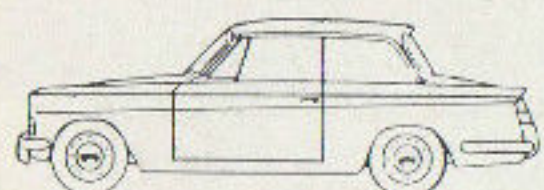
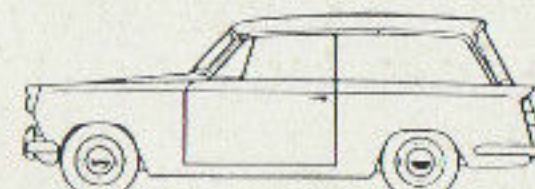
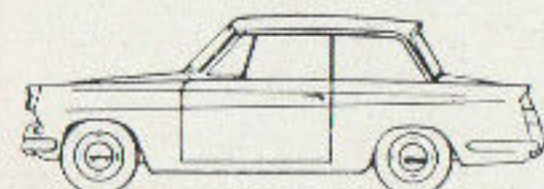
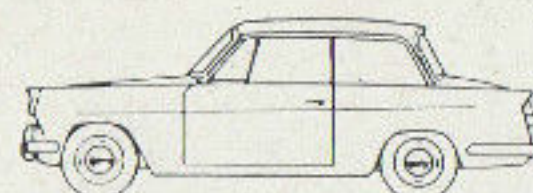
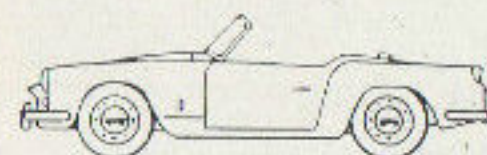
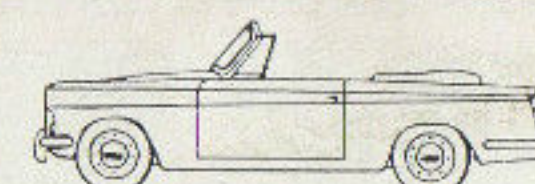
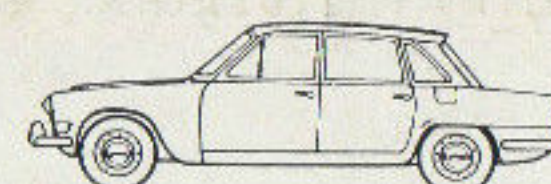
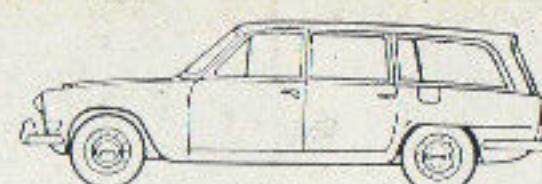
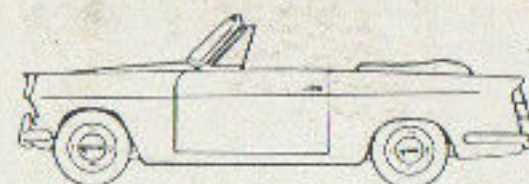
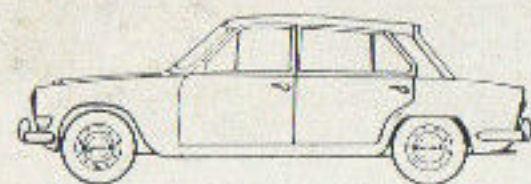
The Triumph Herald Estate Car

Or how to take it with you when you go.

With the rear seat folded flat the loading platform of the Herald Estate can stretch to 5 ft. 8½ in. to the back of the front seats. Spare wheel and tools are stored out of the way beneath the aluminium ribbed loading platform.

This space programme hasn't been achieved at the expense of performance or comfort. There's a 72-position driving seat. Windscreen washers. Collapsible steering column. And the Herald Estate turns in 25 ft. It corners with the same comforting precision as the saloon. And it lacks none of the saloon's interior refinements. We couldn't say fairer than that.





CONDITIONS OF SALE

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