

STANDARD - TRIUMPH

MARCH

ONE SHILLING

# Review







## SWISS DEBUT FOR

### SPITFIRE Mk. 2



With the introduction of the TR4A, Standard-Triumph has become the first major British manufacturer to provide all-round independent suspension on its full range of passenger cars. The new suspension, on the rear of the TR4A, is an improvement which is designed to give the car greater appeal in Britain. In the past the TR range was produced primarily for the United States, and for that reason independent rear suspension was considered not essential. Now the TR4A is also equipped to meet home market requirements.

Announcement of the new car and its junior partner, the Spitfire Mk. 2, was made at the Geneva Motor Show, stressing again the importance of Europe — now rivalling North America for Triumph sales. In fact, as heavy overseas demand is expected, emphasis was placed on left-hand drive vehicles during the preliminary production period.

A degree of uniformity introduced into the two sports cars means that both now have all-round independent suspension, diaphragm clutch and a no-loss cooling system, and the TR4A has been brought even further into line with other Triumph models by making it possible to introduce a 6,000 mile service in place of the previous service after 3,000 miles. This has been done by reducing the greasing points from 21 to 9 and using nylon bushes and sealed joints on the front suspension, considerably cutting maintenance work.

### Company Policy

As one of the leading sports car manufacturers in the world, the Company has always believed that, provided truly sporting performance and safety can be retained and improved, as much





# TRIUMPH TWOSOME

comfort and convenience as possible should be built into their products.

Constant research has meant that as new techniques have been perfected they have been incorporated into production models, and the result is that the TR4A and Spitfire Mk. 2 are even more comfortable, exhilarating and safer than before — factors which are intended to keep them in the forefront of sports car design.

Available as a convertible sports or hard top with detachable roof panel, the TR4A is recognisable by a sleek new radiator grille, chromium side flashes housing the side lamps and new side indicators, and badges front and rear including the famous Triumph "world" badge on the bonnet.

## Independent Rear Suspension

Superb road holding and maximum comfort on all road surfaces are the main benefits of the new independent rear suspension. It consists of coil springs employing cast aluminium semi-trailing arms with lever-type dampers. In addition the chassis has been completely re-designed and is immensely strong — the perfect basis for a fast sports car and just one of the factors ensuring that full advantage can be taken of the TR4A's 110 m.p.h. performance.

Welcome too is the new fully convertible hood of the TR4A. This incorporates all the Company's experience as Britain's largest manufacturer of convertibles. All that is required to fold the hood back and out of sight, is the releasing of two hood catches on the windscreen rail, a simple, quick and efficient operation, and just as easy when raising the hood. Final touch is a neat hood-stick cover.

TR4A







*A sleek new grille, overriders set further outboard, chromium side flashes and the Triumph "world" motif, distinguish the TR4A from its forerunners.*

## Comfort and Safety

Inside the TR4A there is elegance and comfort. Instrumentation is set in walnut, and the fascia surround and fascia support console are padded and trimmed with all switches on the switch panel recessed — additional safety features.

The lighting control system has been transferred to a stalk-type switch on the steering column, and a backward movement of the switch operates the headlamp flasher. Two-speed wind-screen wipers and twin padded sun-visors are now standard equipment, and the fly-off handbrake appears in a convenient position in the centre of the transmission tunnel.

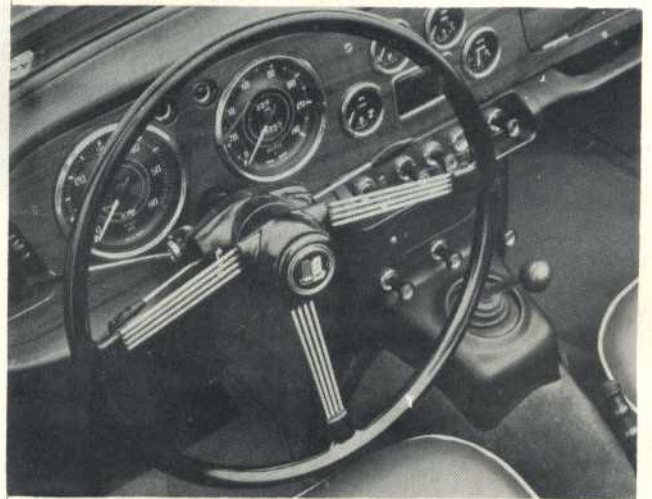
Maximum support and comfort are provided by the re-designed seats, and they are finished in the very latest expanded P.V.C.—Ambla and similar material — supple, firm and hardwearing.

The floor is covered in thick pile carpet and the door waist rails are padded and trimmed.

## Noise Reduced

Twin exhausts help reduce noise, the no-loss cooling system collects the overflow from the warm engine and returns it when the engine cools down, and other new features are a one-piece air filter, diaphragm clutch and closed circuit breather system.

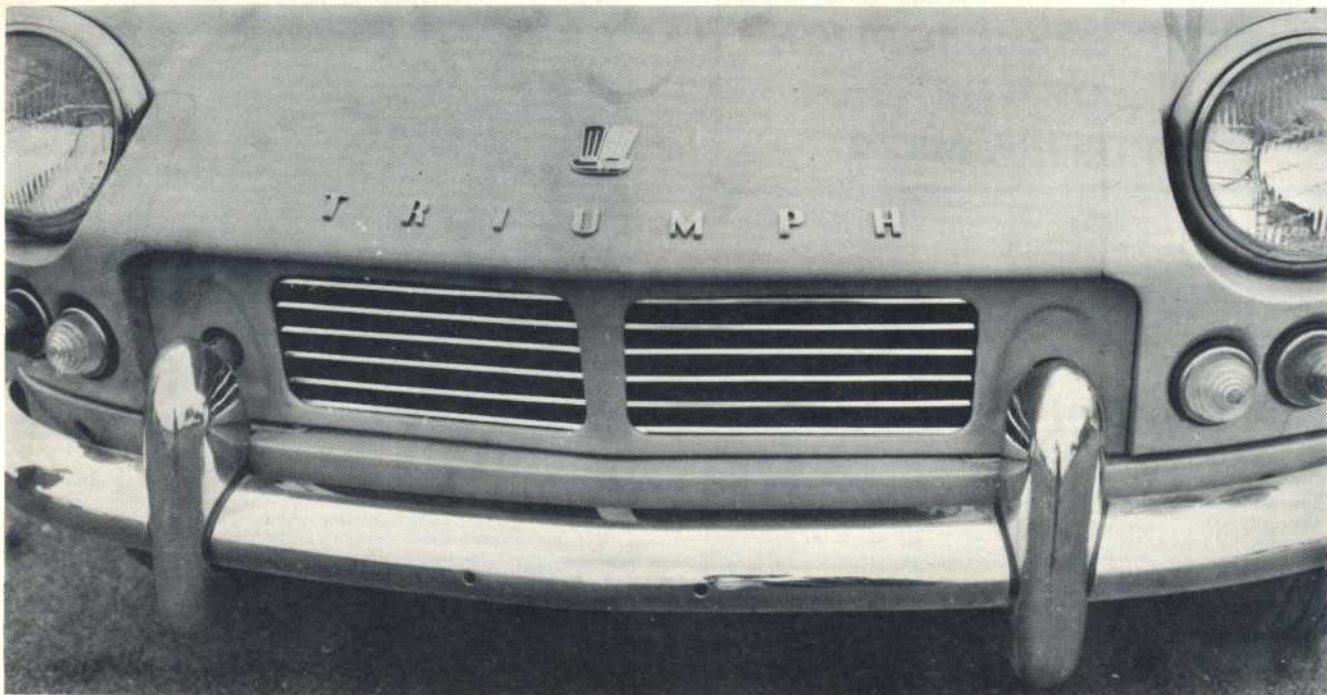
The TR4A retains the unique feature of detachable wet cylinder liners, thus remaining the only British-made passenger car to have them; a trend which is already widespread among European car makers.



*On this left-hand drive TR4A the new lighting control lever is on the right of the steering column (on the left of the right-hand drive version). Note also the recessed switches on the central panel.*







A new grille of extruded aluminium is one external change in the Spitfire's appearance.



Fully carpeted and with padded and trimmed waist rails, etc., the Spitfire also has more comfortable seating.



## Performance Improved

Top speed of the Spitfire Mk. 2 at 96 m.p.h. is higher than its predecessor thanks to a new camshaft and a novel fabricated (not a casting) exhaust manifold. Acceleration figures have been improved, 60 m.p.h. being reached in 14 seconds or 1.5 seconds earlier than with the previous model. Only 19 seconds is required for the standing quarter-mile — another improvement.

Warming-up is quicker through a water-heated inlet manifold, and the no-loss cooling system mirrors that of the TR4A. An important addition is the diaphragm-type clutch, which reduces fatigue when driving for any length of time.

Hand-in-hand with the extra zip of the new Spitfire go comfort and safety. Similar seats to the TR4A have been installed, again in the increasingly popular expanded P.V.C.

## Luxury Interior

Except for the central instrument panel, the fascia, passenger's grab handle, parcel rail, fascia support and windscreen surround are trimmed and padded. Similarly treated are the door waist rails; the floor is fully carpeted and carpeted panels at the door bases eliminate damage from kicking.

Externally, the Spitfire Mk. 2 can be distinguished by a smart new front grille of extruded aluminium and the "Mk. 2" insignia on the boot lid.

Competition equipment is included in a comprehensive list of optional extras.

Standard-Triumph have set out to improve on last year's production figures, including the 25,000 units sold in the American market. As the great majority of the company's exports to the U.S.A. are sports cars, the two new models will reinforce the already strong Triumph representation in North America while also proving an even greater attraction for sports car enthusiasts in the United Kingdom and Europe.

*"In case there's a change in the weather", the TR4A's fully convertible hood makes quick protection from the elements a simple matter. And when stowed away, note the neat hood-stick cover which gives that final touch.*

