



NEW FOR GENEVA SHOW

TRIUMPH

**Substantial Improvements
to Already Successful
Sports Cars**



and SPITFIRE Mk. 2

CLASSIC is a much-overworked adjective when applied to cars. But its use in relation to the Triumph TR range of sports cars seems justified by the rightness of the design, their ability to endear themselves to their owners and their considerable sales and competition success over the years.

The announcement of the TR4A with independent rear suspension is a logical development, since the TR4, which it succeeds, remained the only live-axle car in the Triumph passenger car range. It was also logical that the design of a new independent suspension system should follow that of the successful Triumph 2000 model. However, the company have wisely retained the 2,138 c.c., four-cylinder, wet-liner power

unit which has contributed so much to the attractive character and longevity of TR models ever since their inception.

Concurrent with the revised suspension, a modified engine and exhaust system giving an extra 5 b.h.p. is introduced. Other changes are a walnut fascia panel, revised handbrake location and closed-circuit engine cooling. The improved specification of the TR4A is marked by a price increase of £60 including purchase tax.

Brief road experience with the new model indicates that the TR4A IRS successfully marks the transition of the TR series from the traditional British sports car form to the modern European type of G.T. vehicle.

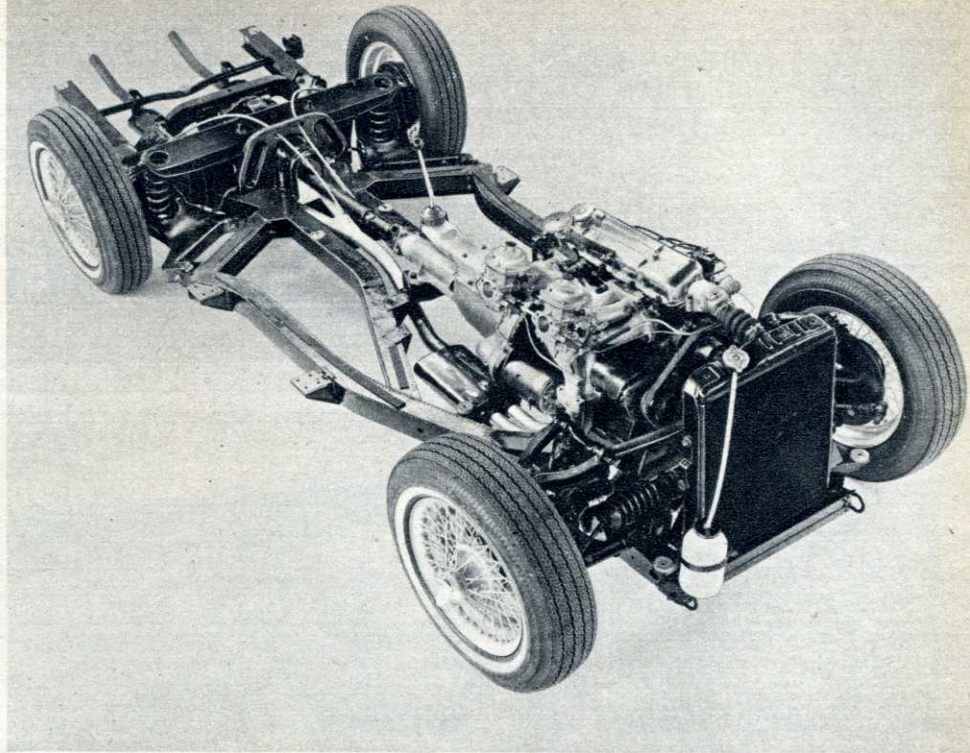
To adapt it to independent rear suspension, the separate chassis frame has

been redesigned completely. While it bears some resemblance to the old, rigid-axle chassis, the stress paths are quite different, although clever design has made it possible to fit live-axle suspension as a special alternative for U.S. buyers only. Constructed entirely of steel box sections, the new frame is best regarded as a backbone type. Rear spring loads are fed into two parallel members running close together along the middle of the car and forking outward by way of the gearbox and behind the outer side members. These outer members, at their forward ends, are primary load carrying structures, but, behind the joint with the backbone members, their main function is to brace the central members and to carry beam loads.

Torsional loads are fed to them

PRICES

	Basic	Total (inc. P.T.)		
	£	£	s	d
TR4A	800	968	4	7
TR4A Hardtop	835	1,010	10	5
Spitfire Mk. 2	550	666	2	11
Spitfire Mk. 2 Hardtop	578	699	19	7
Extras (Including P.T.)				
Laycock-de Normanville Overdrive		51	7	1
Heater		13	5	10
Wire wheels		36	5	0
Tonneau cover (for TR4A)		12	10	9
Tonneau cover (for Spitfire Mk. 2)		11	6	0
Goodyear Whitewall tyres		6	0	10
Leather seating (for TR4A)		14	10	0



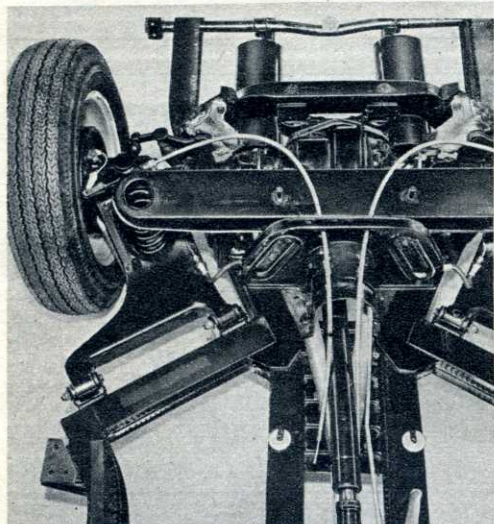
Workmanlike and immensely strong is the new TR4A chassis

through two transverse arms on the dorsal members, just forward of the final drive. These outrigger members are angled to the centreline of the car and carry the rear suspension arms. The frame centre members also open out to the full width of the spring base to provide body mounting points aft of the final drive unit. A light tubular cross-member, to support the exhaust system and spare wheel, ties the two extremities of the frame together.

The hypoid bevel final drive unit is

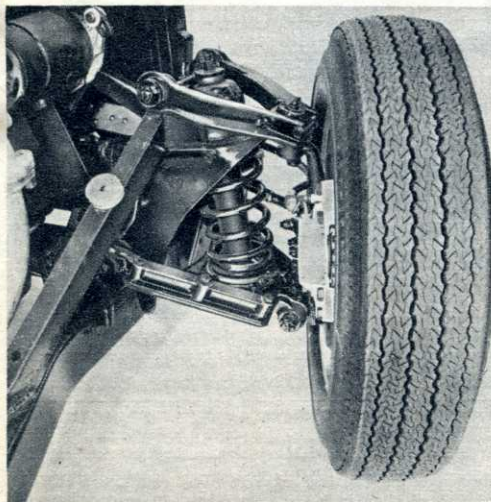
suspended on four widely spaced, bobbin-type rubbers from a pair of pressed steel arches bridging the dorsal frame members. Spring reaction is taken on a transverse pressed channel attached by vertical pillars to the frame members.

A complete reappraisal of the suspension geometry has been made, with the twin objects of improving the handling, by reducing the amount of understeer, and of softening the ride by giving greater rear wheel movement. To



Above: Plan view of the TR4A rear suspension showing the transverse spring reaction member and the arched crossmembers from which the final drive unit is suspended

Below: Basically the same as that of the TR4, the front suspension has longer springs and sealed-for-life bearings



New handbrake location between the seats increases the effective width of the driving compartment, and the walnut instrument panel will appeal to many buyers



