



## New Triumph TR-4A is one sports car that won't shake your fillings loose.

### New independent rear suspension\* smooths the bumps.



It also prevents rear-end rhumbas. Even if you hit cobblestones at 100 mph.

(Here's another eye-opener. The TR-4A costs \$1000 less than other sports cars with full independent rear suspension.)

More TR-4A innovations: deep-cushioned bucket seats and easy-up convertible top. *Weather-tight up*, we might add.

Of course, it retains those features that made the TR-4 the SCCA National Class Champion for three straight years. Such as four forward synchromesh gears.

## Triumph

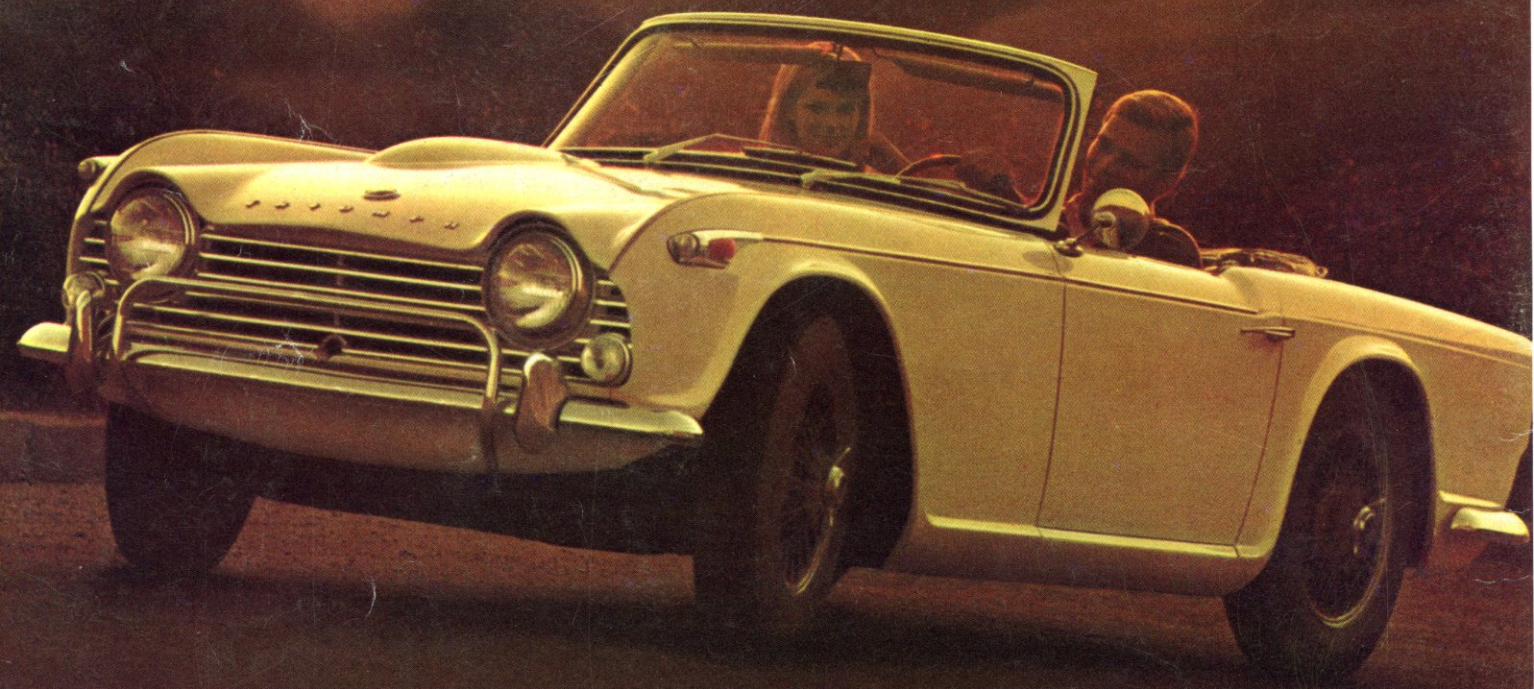
Rack-and-pinion steering. Low center of gravity. Enormous disc brakes. (How about the availability of Triumph services? No problem. Parts are available through a nationwide network of warehouses, distributors and dealers.)

There's something else about the new TR-4A that won't shake you up. That's the price. \$2899\*\*.

\*Optional at extra cost. \*\*Suggested retail price POE plus state and/or local taxes. Slightly higher in West. SCCA-approved competition equipment available. Look for dealer in Yellow Pages. Overseas delivery available. Standard-Triumph Motor Co., Inc., 575 Madison Ave., N.Y., N.Y. 10022. Canada: Leyland-Triumph Motors Canada Ltd., 1463 Eglinton Ave., W., Toronto 10, Ont.



**Simmering power.  
Burnished walnut.  
Breezy people.  
Triumph TR-4A.**



The Triumph TR-4A—Sports Car Club of America Champion—lets you know what a real sports car is all about.

Like downshifting through a tricky hairpin curve. Holding a pinpoint course. Hitting 60 mph in only 10½ seconds. And heading over bumps without shaking your fillings loose. (It's even smoother with optional independent rear suspension.)

You drive it; it doesn't drive you.

The TR-4A also offers luxury features like deep-cushioned bucket seats. English walnut dash. Flip-up top.

Safety features: steering column designed to collapse upon impact. Disc brakes. Rugged steel frame.

And a very important economical feature: price. \$2899\*.

One final sales point. Take another good long look at the picture.



**TRIUMPH**

# Triumph TR-4A

\*Suggested retail price POE plus optional extras, state and/or local taxes. Slightly higher in the West. SCCA-approved competition equipment available. Look for your nearest Triumph dealer in the Yellow Pages. Available in Canada and also for overseas delivery. Standard-Triumph Motor Company, Inc., 111 Galway Place, Teaneck, New Jersey 07666





# Triumph make the **TR4A** to give the man who drives hard a real ride for his money



**T**riumph haven't made this car for the easily satisfied. There's craftsmanship, engineering genius and attention to your safety. The TR4A is designed to give you the sheer pleasure of driving. So it can reach a 110 easily, get 0-50 through the gears in 7.9 seconds. You won't only want to own one for this.

The TR4A has more than any other sports car. A rally-proven 2.2 litre engine. Safe-cornering four-wheel independent suspension. Adjustable steering column. Safe rigid steel girder chassis tough enough to build a truck round. Fringe benefits—form-hugging bucket seats, wind-up windows, deep pile carpet, anti-burst door-locks, collapsible steering column, padding all round the cockpit, boot enough for a bag of golf-clubs and a nuggetty gear-lever that puts you right in touch with the gear-box. It adds up to one great car.

The TR4A's for enthusiasts . . . for men who accept a thoroughbred's challenge. You? Soft top £985.1.0. Hard top £1,028.1.5.

Standard-Triumph Sales Ltd.  
London Showrooms:  
Berkeley Square, London W1.  
Telephone: GR0svenor 6050



**TRIUMPH**

**TRIUMPH PUTS YOU SAFELY AHEAD**





## Two new triumphs from Triumph

**W**HAT do you want from a sports car? Performance *and* safety? Acceleration *and* comfort? Read how the new Spitfire Mark II and TR4A give you all of this — and more!

### **SPITFIRE MARK II — IMPROVED PERFORMANCE**

The Triumph Spitfire has proved that you *can* have your cake and eat it. A potent sports car (remember Le Mans 1964?) and a civilised town car all in one. Now in the Spitfire Mk II the recipe has been further improved.

'Let's make it faster,' we said. And increased the top speed in the Spitfire Mk II to an exhilarating 96 mph. Extra comfort came next with two new bucket seats and rich carpets. For extra safety we cushioned the fascia surround with deep padding. If you add these refinements to all-round independent suspension, front-wheel disc brakes and

a 24-ft turning circle, you begin to see how our top designers work. Why not complete the picture with a free trial drive from any Triumph dealer?

### **TRIUMPH TR4A — NOW WITH INDEPENDENT REAR SUSPENSION**

Time stands still for no man and no sports car. In 15 years we have built five generations of Triumph sports cars. Now we have launched a sixth with significant improvements. A new independent rear suspension system gives a far more comfortable ride, as well as immeasurably improved road-holding. Mobility (up to 110mph) and stability are absolutely funda-

mental in the new TR4A. On top of all this we have designed a new convertible-type hood. It goes up and down in one piece. You push it up in seconds with one hand.

What else? Deep-pile carpets, deeper seats, greater safety padding. But luxury is better to experience than read about.

**Visit your Triumph showroom. And ask the manager to set the wheels in motion.**

*Ex-works prices, inc. p.t.*

Triumph Spitfire Mk. II £666.2.11

Hardtop model £699.19.7

Triumph TR4A £968.4.7

Hardtop model £1,010.10.5

**STANDARD**



**TRIUMPH**



*A member of the Leyland Motor Corporation*



# The Triumph TR-4A

The Triumph TR-4A is one sports car that won't shake your fillings loose. Because the new optional independent rear suspension smooths the bumps. It also prevents rear-end rhumbas. Even if you hit cobblestones at 100 mph.

We're in favor of speed limits. We merely

point out the gutsy, deep-throated engine offers tremendous reserve speed for safety.

More TR-4A features: deep-cushioned bucket seats, easy-up, easy-down convertible top and only once-every-6,000-miles lubrication.

Of course, it retains those features that made

the TR-4 the SCCA National Class Champion for three straight years.

Such as four forward synchromesh gears. Rack-and-pinion steering. Enormous disc brakes.

There's something else about the TR-4A that won't shake you up. That's the price: \$2840.\*

**PERFORMANCE:** Acceleration: 0-60 m.p.h. 10½ seconds  
¼ mile 17 seconds

Up to 30 m.p.g. Top speed 110 m.p.h.

**BODY:** Italian-designed all-steel rust-proofed body, two-door with roll-up windows, two-seats, detachable safety glass windshield, front hinged safety hood, padded passenger grab handle, large lockable trunk (13½" x 20½" x 46¼") and glove box. 5 body colors.

**UPHOLSTERY:** Leather seats and vinyl interior trim available in red, blue or black. Matching pleated rear cockpit liner and walnut dash with padded top.

**ENGINE:** 109 gross b.h.p. at 4700 r.p.m. Maximum torque 1590 lbs./in. at 3000 r.p.m. Four-cylinder overhead valve, 2138cc (130.5 c.i.). Piston speed 2350 ft./min. at 4800 r.p.m. (equivalent to 100 m.p.h. in 4th gear). Compression ratio 9 to 1. Bore 3.386 in. Stroke 3.622 in. Replaceable cylinder sleeves, split-skirt aluminum alloy pistons, twin side-

draft carburetors, 3 bearing crankshaft, high capacity oil pump, 12-volt ignition system.

**TRANSMISSION:** All synchromesh, 4-speed, heavy duty. Rugged racing clutch. Overdrive optional.

**BRAKES:** Competition-proved 4-wheel hydraulic. Fade-free discs front, drums rear.

**SUSPENSION:** Stable wide-track design, ball joint independent front with coil springs and telescopic shock absorbers. Rigid back axle with semi-elliptic leaf springs and piston-type shock absorbers. Optional independent rear suspension: Semi-trailing arm independent suspension with coil springs controlled by piston-type shock absorbers.

**FRAME:** Rust-proofed Sheffield steel, box sectioned and cross braced for extra rigidity.

**DIMENSIONS:** Wheelbase: 7 ft. 4 in. Track with solid rear axle: 49 in. front, 48 in. rear. Track with independent rear suspension: 49 in. front, 48.5 rear. Ground clearance 6 in.

Turning circle 34 ft. Width 4 ft. 10 in. Height (top up) 4 ft. 2 in. Weight 2184 lbs. Tire size 6.95 x 15.

**STANDARD EQUIPMENT:** Adjustable telescopic steering column, light-touch, quick-response rack-and-pinion steering. 2 speed electric windshield wipers. 5 in. dia. speedometer and tachometer and complete large diameter easy-to-read gauges. Key turn starter, self-canceling turn indicators and carpet floor covering. Husky bumpers. Tool kit and jack. Safety belt attachments.

**GENERAL OPTIONAL EQUIPMENT:** Steel hardtop with removable center section and optional surrey top. Radio, heater-defroster, wire wheels, magnesium wheels, overdrive, tonneau cover. Rear seat, windshield washer, lighter, chrome-plated or aluminum luggage racks, anti-roll bar. 4.1 rear axle ratio (overdrive only). Whitewall or Michelin X tires. Convenience group console. Safety belts.

**COMPLETE COMPETITION EQUIPMENT AVAILABLE.**

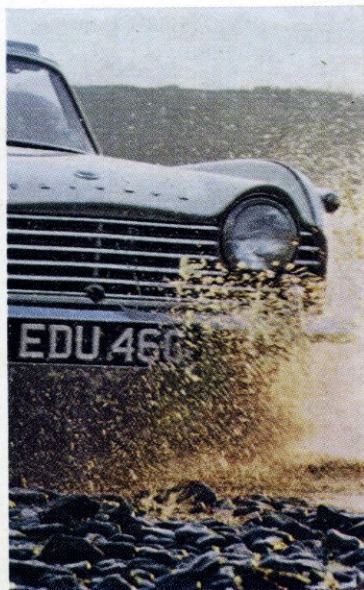
\*Suggested retail price POE plus state and/or local taxes. Slightly higher in West. Overseas delivery available.





# The Triumph TR4A unbends mountains

Thanks to independent suspension all round!



Mountains are conquered. Their sharp bends softened and hairpins straightened—the Triumph TR4A now has independent suspension on all wheels. No matter how tight the curves, the TR4A corners with the poise (and equilibrium) of a mountain cat.

Water underfoot? Front disc brakes give peace of mind. Water overhead? A truly convertible hood folds up and water-tight in just a few seconds.



Statistics to mention casually to your friends: a maximum speed of 110 mph on the level. Acceleration to 50 mph in 7.9 seconds. Grease points reduced from 21 to 9. Unsprung weight reduced by no less than 37%, and the service interval doubled from 3,000 to 6,000 miles.

*Ex-works prices inc. p.t.*  
Triumph TR4A Soft Top model £968.4.7  
Triumph TR4A Hard Top model £1,010.10.5

**STANDARD**



**TRIUMPH**



*A member of the Leyland Motor Corporation*

Mountains are notorious for rough rides. So are some sports cars. But not the Triumph TR4A. Wind-up windows, door-to-door carpets and new shaped bucket seats (covered in supple Ambra) ensure the calm and comfort that is essential to really high-performance motoring.