



Triumph TR-4A is one sports car you can knock around in all day and still baby your backside.

Thanks to the new deep-cushioned bucket seats.

You haven't been held so comfortably secure since leaving your mother's lap.

Because the new TR-4A bucket seats feature deeper, more comfortable padding. A restyled shape that moulds itself to you. (Rather than vice-versa.) And hand-tooled genuine English leather upholstery.

Other innovations: easy-up, easy-down convertible top and optional bump-smoothing independent rear suspension.

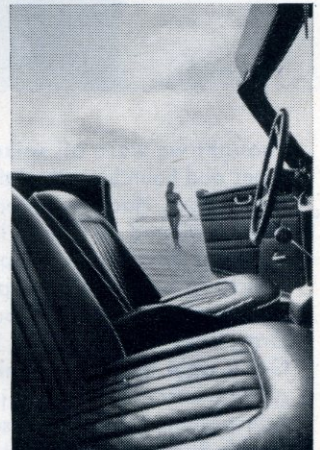
Of course, TR-4A retains four forward synchromesh gears, rack-and-pinion steering, enormous disc brakes. Features that helped make the TR-4 the Sports Car Club of America National Class Champion for three straight years.

(How about the availability of Triumph services? No problem.

All parts are available through a nationwide network of warehouses, distributors and dealers.)

The price: \$2899*. That's another comforting feature about the TR-4A.

*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., New York, N.Y. 10022. Canada: Leyland-Triumph Motors Canada Ltd., 1463 Eglinton Ave., W., Toronto 10, Ontario.



Triumph

**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.

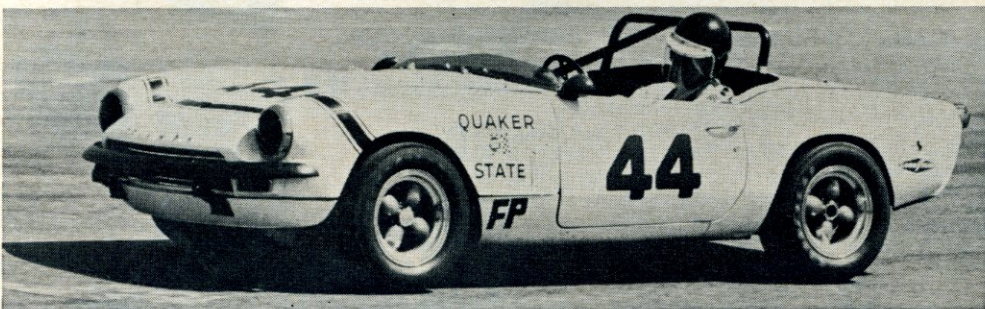
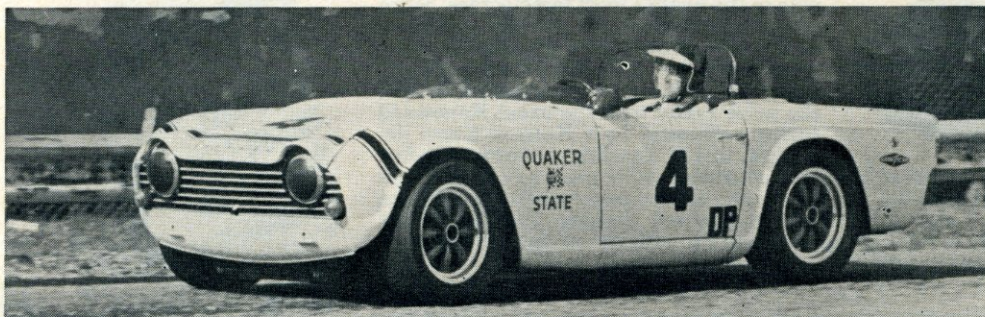
Safety features: steering column designed to collapse upon impact. Disc brakes. Rugged steel frame.

And, last but not least, a very important economical feature: price. \$2899*. One more sales point... take another good long look at the picture.



Triumph TR-4A

*Suggested retail price East Coast POE plus optional extras, state and/or local taxes. 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.



Group 44—the Sports Car Club of America's winningest team: (1) **Bob Tullius**—four-time National Champion—campaigning Group 44's Champion-sparked Triumph TR-6! (2) **Brian Fuerstenau**—two-time National Champion—piloting the Champion-fired Triumph TR-4A! (3) **Mike Downs**—1969 E Production National Champion—at the wheel of the title-taking, Champion-equipped Triumph GT-6+! (4) **John Kelly**—1968 National Champion—driving the Champion-fitted Triumph Spitfire Mark III!

*the heart
of a tune-up!*

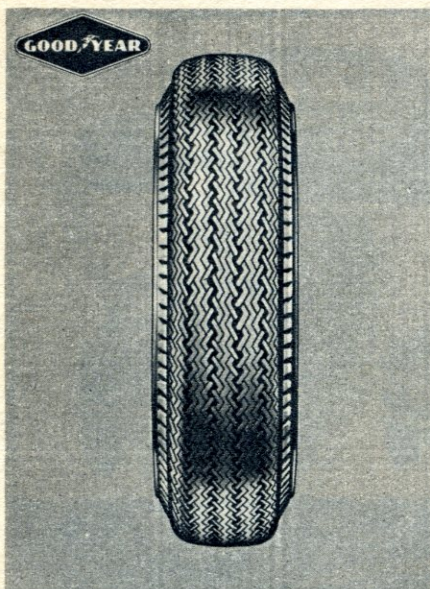


Send for two Champion Racing Decals: Enclose 25¢ in coin for postage and handling. CHAMPION DECALS, P.O. BOX 38, TROY, MICH. 48064

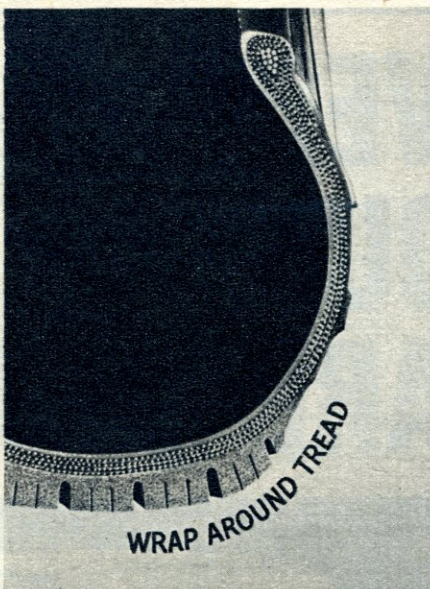


CHAMPION SPARK PLUG COMPANY
TOLEDO, OHIO 43601

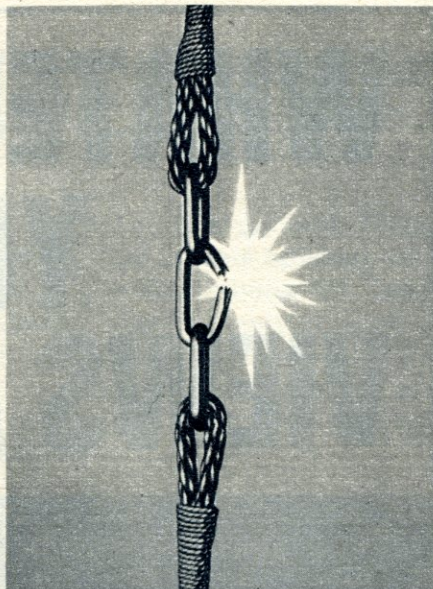
Group 44 Triumphs dominate 1969 SCCA competition, rolling up 44 wins in 70 starts—never finishing below third! That's outstanding performance. And it's all sparked by Champion—the same spark plug brand that fired the piston engine world speed records on land, sea and in the air. Good reason for you to always specify Champion—world's fastest spark plug!



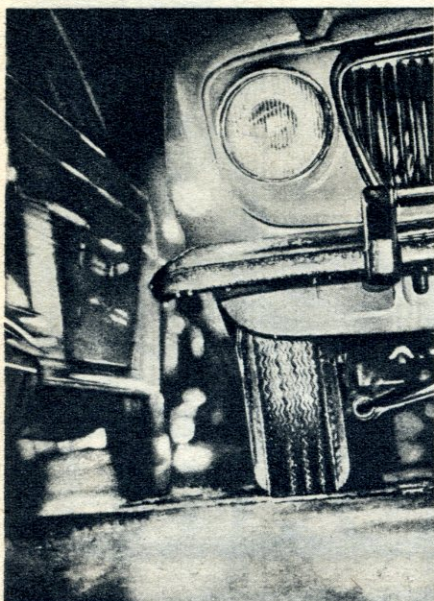
The new G8 has a multi-bladed tread pattern and is built with Tufsytyn non-skid rubber.



Unlike ordinary tyres, its tread wraps around the shoulder for grip where it counts most—



and it is built with 3T tyre cord that is stronger than steel.



The self-adjusting tread and Tufsytyn rubber ensure safe stops and unequalled 'wet-skid' resistance for town driving.



The round shoulders give safer cornering, easier steering, positive car control in the worst conditions.



No wonder the new TR4A is fitted exclusively with G8 tyres.

THE ULTIMATE IN TYRE SAFETY FOR ALL CONDITIONS: G8

The G8 by Goodyear is built like no other tyre in the world, to give you greater confidence every mile you drive. No other tyre has so many exclusive features for *safer*, trouble-free motoring in all weathers. Its multi-bladed tread gives sure, non-skid grip on icy, snow-covered, slushy or rain-sodden roads. The tread itself, wraps around the tyre shoulder for vastly improved steering and complete control on wet,

slippery corners. 3T Cord, world's strongest tyre cord, and Tufsytyn, world's toughest rubber, give it extra strength, make it cooler running for longer mileage. Only the G8 offers so much, yet costs no more. For utmost safety in all weather conditions, get the proved performance and protection of the G8. See your Goodyear dealer soon. Take the danger out of bad-weather motoring—drive on Goodyear tyres.

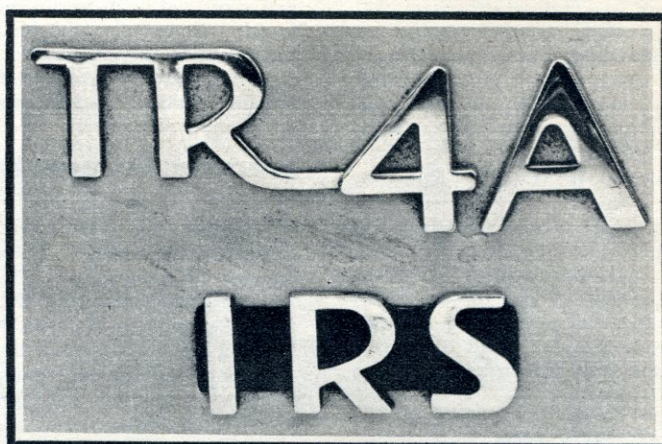
GOOD YEAR



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**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 to join 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

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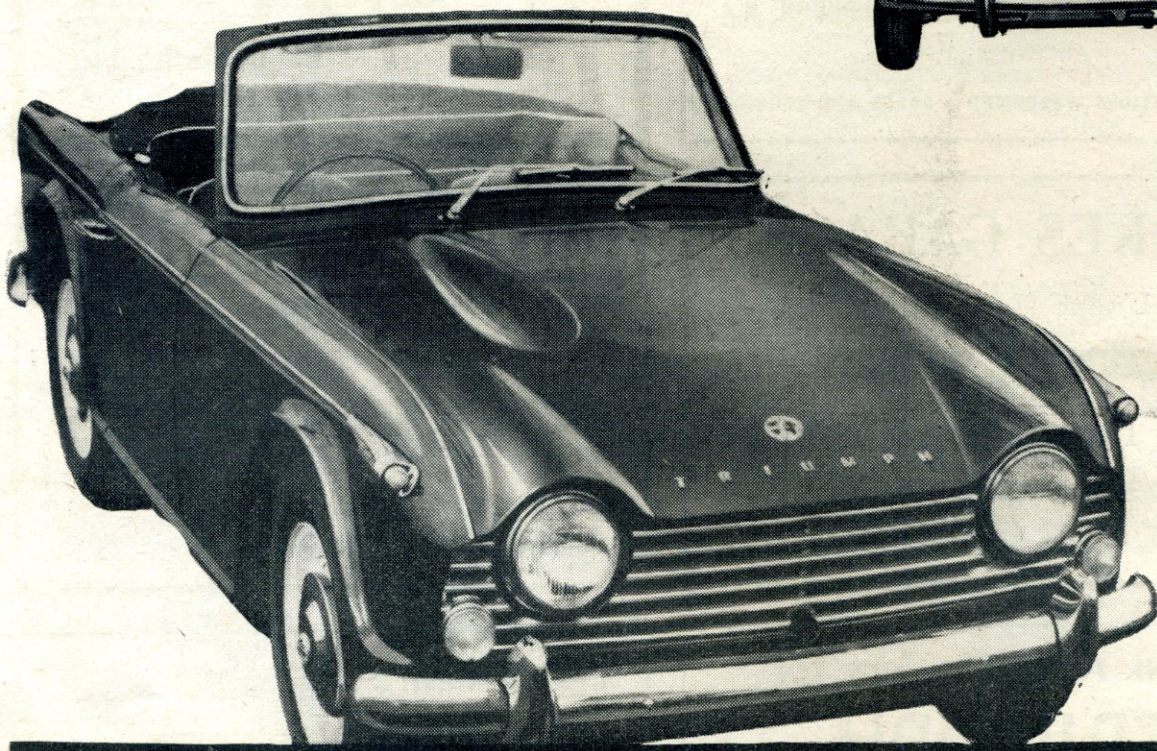
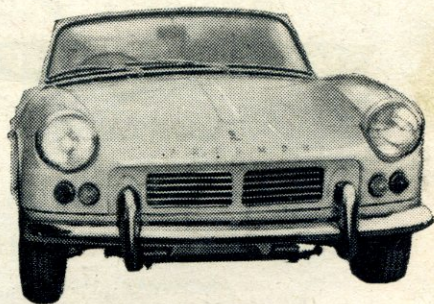
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and
Spitfire MK2**

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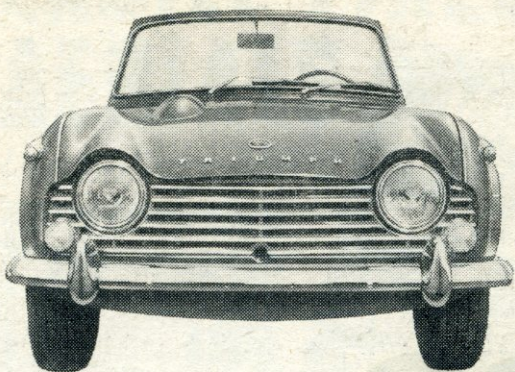
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