



Sprucer performance with more comfortable ride.

The new Triumph TR4A goes independent all round and all civilised inside

We have given the new TR4A a certain type of independent rear suspension because it has the best inherent anti-roll characteristics. We chose the trailing-arm type (using coil springs and piston dampers) for its utter simplicity and reliability. The gain? Faster, tighter cornering, improved road-holding, and a smoother ride.

THE CIVILISED TOUCH

Second biggest change is the *convertible hood*. You just unclip it and fold it right back into the body. It comes

up just as fast. We have also reshaped the bucket seats and covered them in supple Ambla.

The fascia panel now boasts walnut veneer. Liberal padding improves safety and appearance of the fascia surround, door waist rails and sun visors. There's door-to-door carpeting.

FAIR WARNING

On a car this fast you need early-warning equipment. There are long-range horns under the bonnet. A headlamp flasher on the steering column. And new indicator repeaters on the

wings. Two-speed windscreen wipers, as well.

Try it. Visit your local Standard-Triumph dealer. He'll show you the paces of the new TR4A. It takes 20 minutes of your time and a willingness to appreciate progress in sports motoring.

Ex-works prices inc. p.t.

TR4A Soft Top Model £968.4.7

Hard Top Model £1,010.10.5

STANDARD TRIUMPH



A member of the Leyland Motor Corporation



Four-wheel independent suspension gives you faster cornering, smoother motoring. Read Triumph's 7 other refinements to their 6th TR.

New: Four-wheel independent suspension for the TR4A



One hand, a couple of seconds, and you make the most (or the best) of the weather!

and that's not all. We chose independent rear suspension for the TR4A because it has the best inherent anti-roll characteristics. And we chose the trailing arm type (using coil springs and piston dampers) because of its utter simplicity and reliability.

Results: faster, tighter cornering, immeasurably improved road-holding, and a far smoother ride over rough surfaces.

There's more. The TR4A now has a truly convertible hood. You can fold it back in seconds—with one hand—almost completely into the body. It comes up just as fast.

Other new features. Door-to-door carpet. Improved bucket seats that hug you tight.

A walnut-veneer fascia. Long-range horns. Two-speed wipers. Headlamp flasher stalk. And padding rolls covering all edges.

Laurels are not for resting on—and these two new Triumphs prove it—convincingly. Don't just dream about them—**phone your nearest Standard-Triumph Dealer. Ask him to bring one round.**

Ex-works prices, inc. p.t.

Spitfire Mk. II £666.2.11

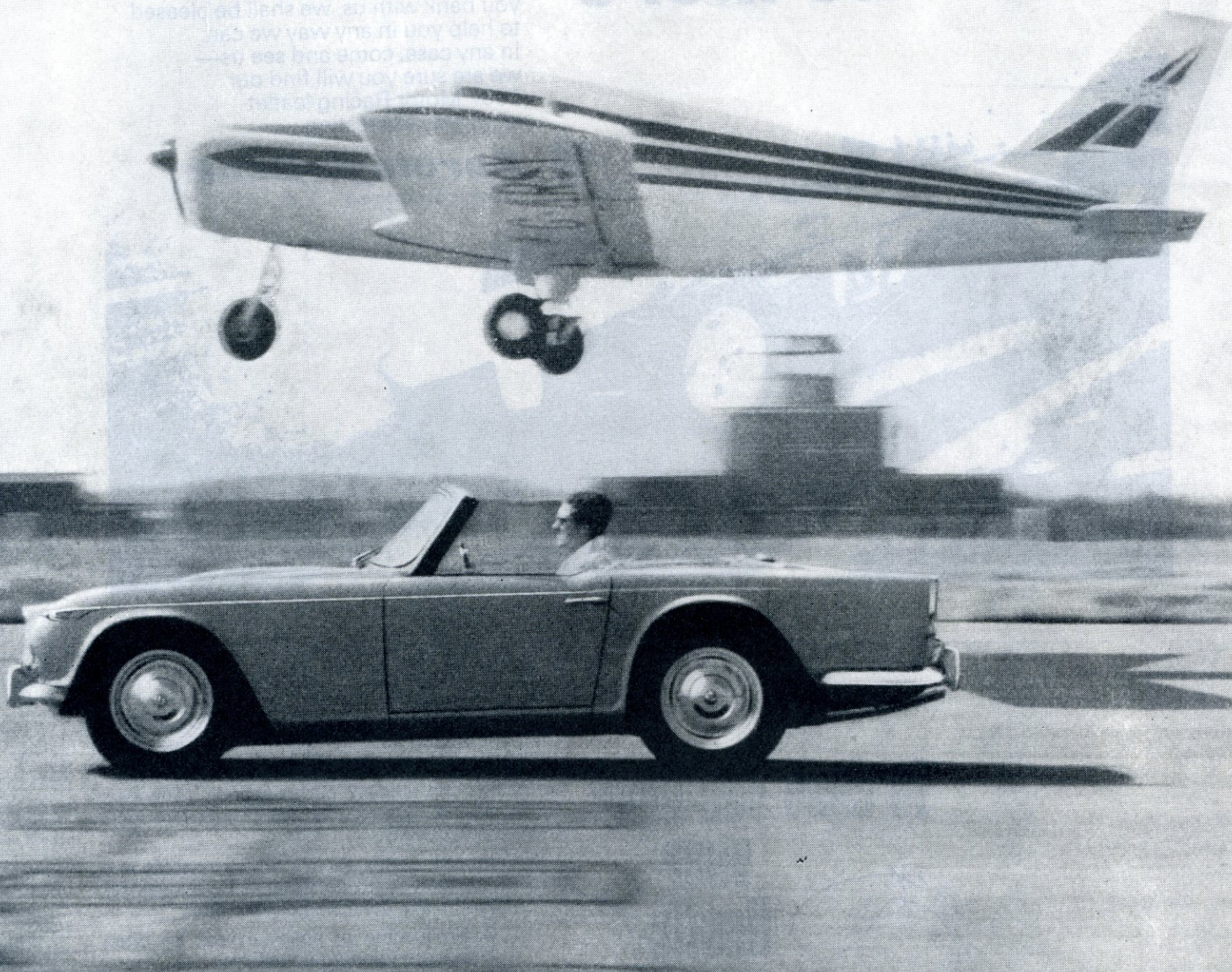
Hardtop model £699.19.7

TR4A £968.4.7. Hardtop model £1,010.10.5

STANDARD TRIUMPH



A member of the Leyland Motor Corporation



TR4A finds a rare opportunity for exercise at full throttle, on the perimeter of an airfield.

Safe at any speed—the Triumph TR4A

There are two sides to safe driving. How safe are you? How safe is your car?

If you are an aggressive fathead, the Triumph TR4A will not improve your safety rating. (Nor will any other car in the world.)

But if you are a considerate driver, who uses his driving skill as an instrument of road safety, you will find the Triumph TR4A is amongst the surest-footed high-performance cars you can buy.

The TR4A has independent suspension on all four wheels. This makes it surer on corners, less likely to skid on wet roads, and more easy to control on bad roads. (It is worth remembering that both its chief competitors in the £850-£1,000 class still have solid back axles.)

Speed for safety's sake

The top speed of the TR4A is neither here nor there. It is, in fact, about 40-mph more than our present limits here, so you had better save it for there. What is much more relevant to safety is the way the TR4A accelerates. In top gear, it will move from 40-mph to 60-mph in 8.2 seconds. And there's safety in these numbers! This is the acceleration you use to overtake, swiftly and cleanly, without creating ill-will.

Half a dozen other virtues stake the special claim of the TR4A to be a safe car. Front-wheel disc brakes. A low centre of gravity. Exceptionally good visibility for a sports car whether you choose the soft top or hard top. A heavily-padded fascia cowl. Rack-and-pinion

steering of utter fidelity. Wide-section tyres for additional contact with the road.

Safety, like other things, is what you make it. The TR4A invites you to make it your driving philosophy. See your Triumph TR dealer for a demonstration of the good sense of the TR4A.

Triumph TR4A soft top £985.1.0

Hard top model £43.0.5 extra

overdrive £58.7.8 extra • wire wheels £36.17.6 extra

All prices include purchase tax



Standard-Triumph Sales Ltd • Berkeley Square
London W1 • GRO 6050

The new Triumph TR4A

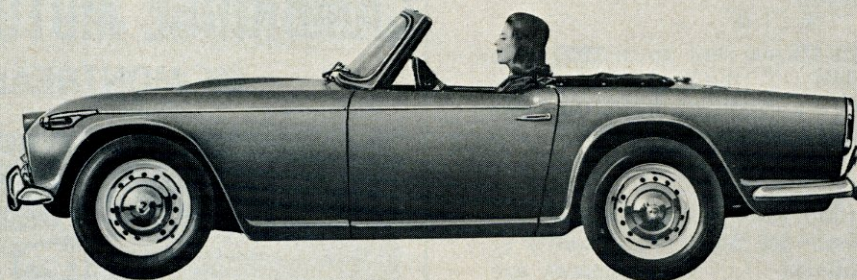


has independent rear suspension

(optional extra at additional cost from factory)



is fully convertible



combines true sports car performance with comfort and convenience.

The new TR4A takes the curves faster, safer and more comfortably. We chose independent rear suspension because it has the best anti-roll characteristics. Ours is the trailing arm type (using coil springs and piston dampers) for utter simplicity and reliability. Ideal for track racing.

Release two catches on the windscreen rail and the top goes down. A neat cover hides it. And it comes up just as quickly.

You'll relax at top speed (120 m.p.h. on the track) in new space-age contour bucket seats. And with the new improved version (110 BHP) of the famous 4-cylinder 2.2 litre Triumph engine you go from 0 to 50 in 7.9 seconds.

The gears (4-speed box) are synchromesh. And mammoth disc brakes stop faster, straighter. No fade, no pull.

The fly-off brake is now centrally mounted on the transmission tunnel and the dip lights are foot operated.

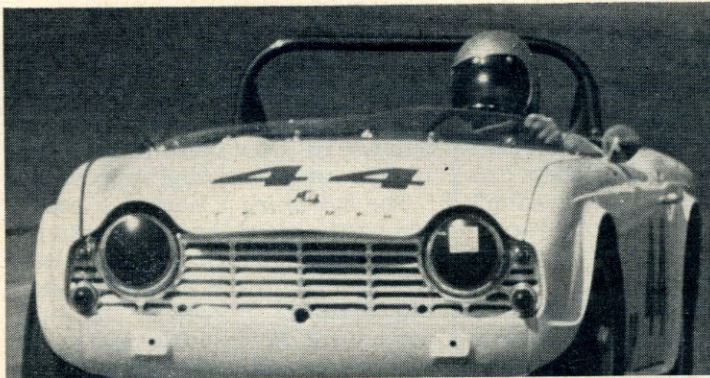
This is your year for Triumph!

Triumph of Canada



Leyland-Triumph Motors Canada Limited
A member of the giant Leyland Motor Corporation

Dealers from coast to coast. Head Office: 1463 Eglinton Avenue West, Toronto 10, Ont. Phone 787-1463.



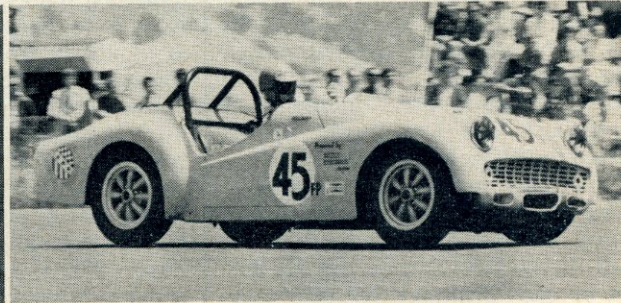
The Triumph TR-4
Out of 6 Sports Car Club of America Class D Divisions, the TR-4 won three—Midwest, Northeast, Pacific Coast. (Bob Tullius, in #44, became Northeast Champion for the 4th straight year.)

The hot new TR-4A
was the Class D Modified Champion in the only division entered—Pacific Coast.



The Triumph Spitfire
She's the Class G Champion in three Divisions—Midwest, Southwest, Southeast. And she placed second in two others.

The Triumph TR-3
"Old Reliable" is the Class F Champion in four Divisions—Midwest, Northeast, Pacific Coast, Southwest.



Triumph triumphs again in 1965

(See your local Triumph dealer for a test-drive of any one of our 4 great models.)

**Flash from Daytona... 1965 American Road Race of Champions...
Triumph sweeps Class D Production. Wins D Modified and F Production.**

Look for dealer in Yellow Pages. Available in Canada. Overseas delivery also available. Standard-Triumph Motor Co., Inc., 575 Madison Ave., N.Y., N.Y. 10022. SCCA-approved competition equipment available. Write: Competition Dept.
FEBRUARY, 1966



Triumph TR-4A is a two-fisted sports car that has features for 98-pound weaklings.

Like the new easy-up, easy-down convertible top.

Even in a sudden shower, you'll never bruise your knuckles (or your ego) putting up the TR-4A top.

Because Triumph TR-4A boasts a new convertible top that's a cinch to work. Just pull over, pull down. Click! Click! It's up. (Weather-tight up, we might add.) And it folds away just as easily.

Other TR-4A innovations: optional bump-smoothing independent rear suspension and deep-cushioned, adjustable bucket seats.

It still has four forward synchromesh gears, rack-and-pinion steering, enormous disc brakes. Features that made 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. Parts are available through a nationwide network of factory warehouses, distributors and dealers.)

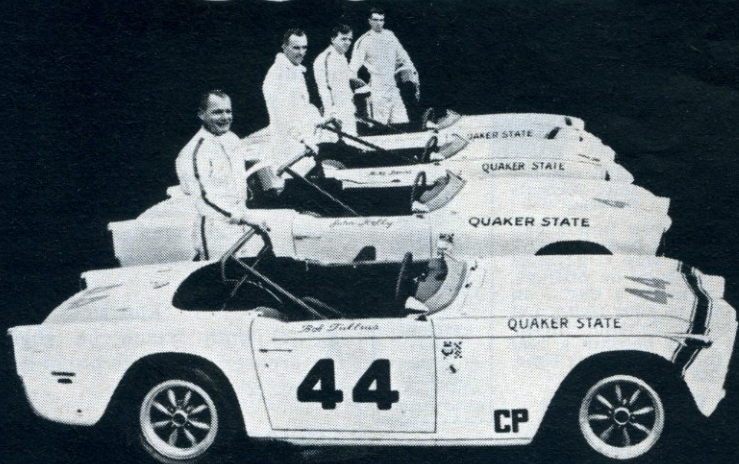
The price for this two-fisted sports car? A sissified \$2899*.



Triumph

*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: Standard-Triumph (Canada) Ltd., 1463 Eglinton Ave., W., Toronto 10, Ont.

Quaker State Racing Oil made the team.



The team is Group 44, the win-rich racing organization founded by National Champion Bob Tullius. The other members are Brian Fuerstenau, Mike Downs, John Kelly, and . . . Quaker State Racing Oil.

It's pretty fast company, with records to match. Not the least is Quaker State's record for making winners. Refined only from 100% Pure Pennsylvania Grade Crude Oil, Quaker State has the stamina and dependability to keep every car's engine performing at its best. On the track. And on the road.

So wherever you drive, look for the familiar green-and-white Quaker State sign. And get the oil that made the team.



Quaker State your car to keep it running young.



TRIUMPH AT SEBRING '63

TR-4 FINISHES 1 & 2 IN ITS CLASS.

ONLY COMPLETE TEAM TO FINISH.

BEATS EVERYTHING IN ITS PRICE RANGE:

VOLVO, MG-B, MORGAN, SUNBEAM ALPINE AND...TWO CORVETTES, TWO COBRAS, A HEALEY, AND A FERRARI!!

894.4 MILES IN 12 HOURS.

AVERAGE SPEED 74.5 M.P.H., WITH STOPS.

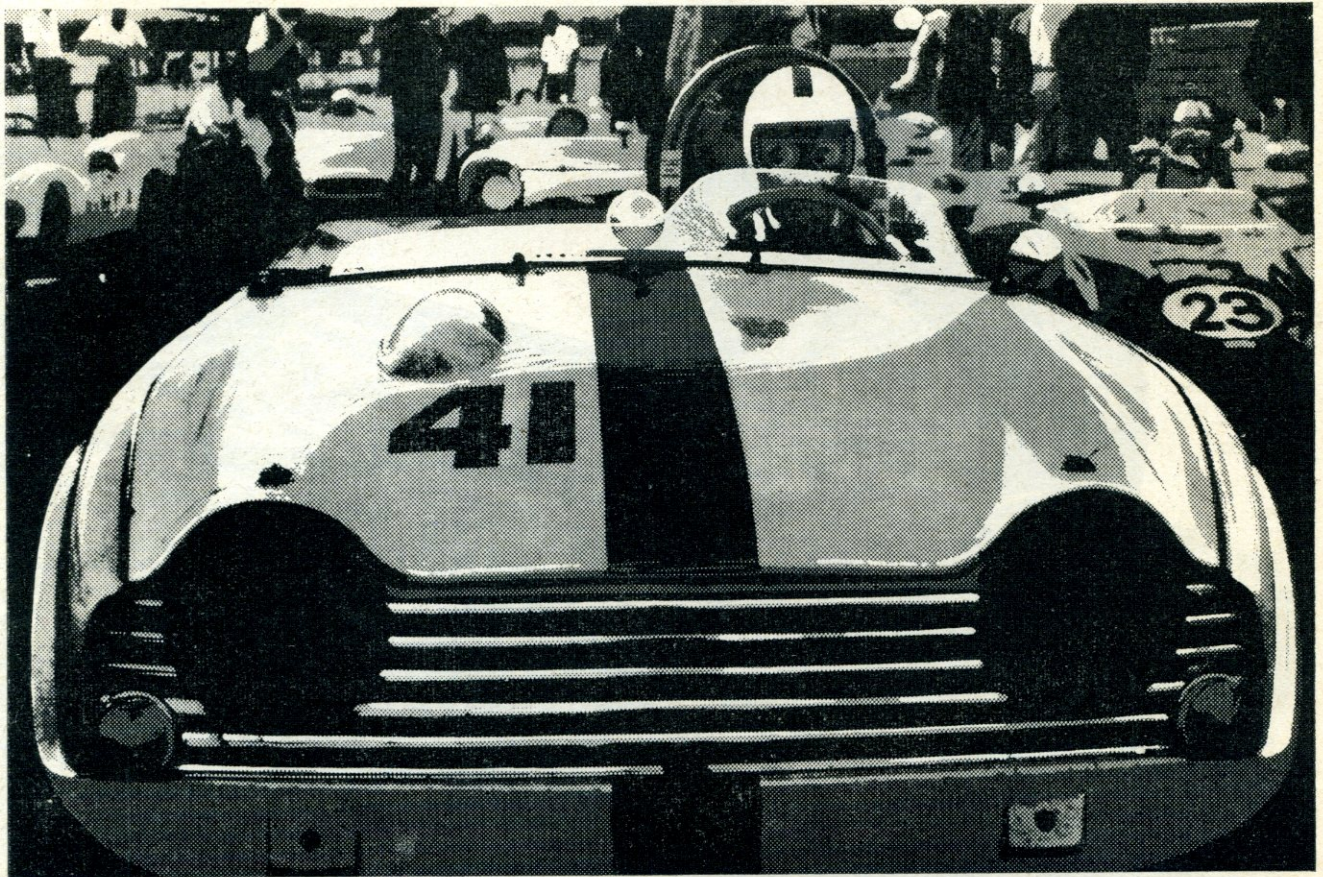
TOP SPEED OVER 120 M.P.H.

TOP LAP SPEED, 5.2 MILES IN 3:59.4.

IF STATISTICS LEAVE YOU COLD, YOUR NEARBY TRIUMPH DEALER WILL BE GLAD TO WARM YOU UP WITH A FREE TEST DRIVE. YOU'LL AGREE, THE TR-4 IS THE HOTTEST \$2849* SPORTS CAR IN THE WORLD.

*SUGGESTED RETAIL PRICE P.O.E. PLUS STATE AND/OR LOCAL TAXES. SLIGHTLY HIGHER IN WEST. YOUR LOCAL DEALER IS IN THE YELLOW PAGES. STANDARD-TRIUMPH MOTOR CO., INC., 575 MADISON AVENUE, NEW YORK. CANADA: 1463 EGLINTON AVE. WEST, TORONTO 10, ONT.

TRIUMPH AGAIN!



SEBRING 12 HOUR RACE 1966

G.T. Class 10, 2000-2500 c.c.

1st TR4A Bill Pendleton, Steve Froines

2nd TR4A Richard Gilmartin, Mike Rotschild

3rd TR4A Craig Hill, Ludwig Heimrath

4th TR4A Bob Kingham, Milo Vega

**Triumph TR4A's
also win
team prize**

**for three-car teams logging
highest combined mileage**

(Pepsi-Cola Trophy)

12 gruelling hours of high-speed racing and Triumph finish 1,2,3,4 in their class. The *only* cars to finish in their class. Triumph start the '66 season as they left off in '65. A continuous record of successes

(witness, Spitfires at Le Mans, the 2000 in the RAC Rally) suggests something about Triumph engineering. About—to say the least—Triumph's reliability and performance.

So get on the winning side — get into a Triumph!

Results subject to official confirmation.
TRIUMPH
A member of the Leyland Motor Corporation

sebring

12 hours of endurance

FOR THE
ALITALIA 
AIRLINES
TROPHY

march 25—12-NOON to 4:00 PM
4-Hour International Touring
Car Race

march 26—10:00 AM to 10:00 PM
12-HOUR GRAND PRIX OF
ENDURANCE RACE
for Sports Prototypes, Sports and GT



for advance ticket information write to: AUTOMOBILE RACING CLUB OF FLORIDA
P. O. Box 71, SEBRING, FLORIDA • Telephone A.C. 813-385-7354

MARCH 25-26, 1966

TRIUMPH triumphs at Sebring again!

Triumph TR4A takes 1st, 2nd and 3rd place
Class 10 GT* in 12 hour Grand Prix Endurance
race at Sebring, Florida.



*Subject to Confirmation

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