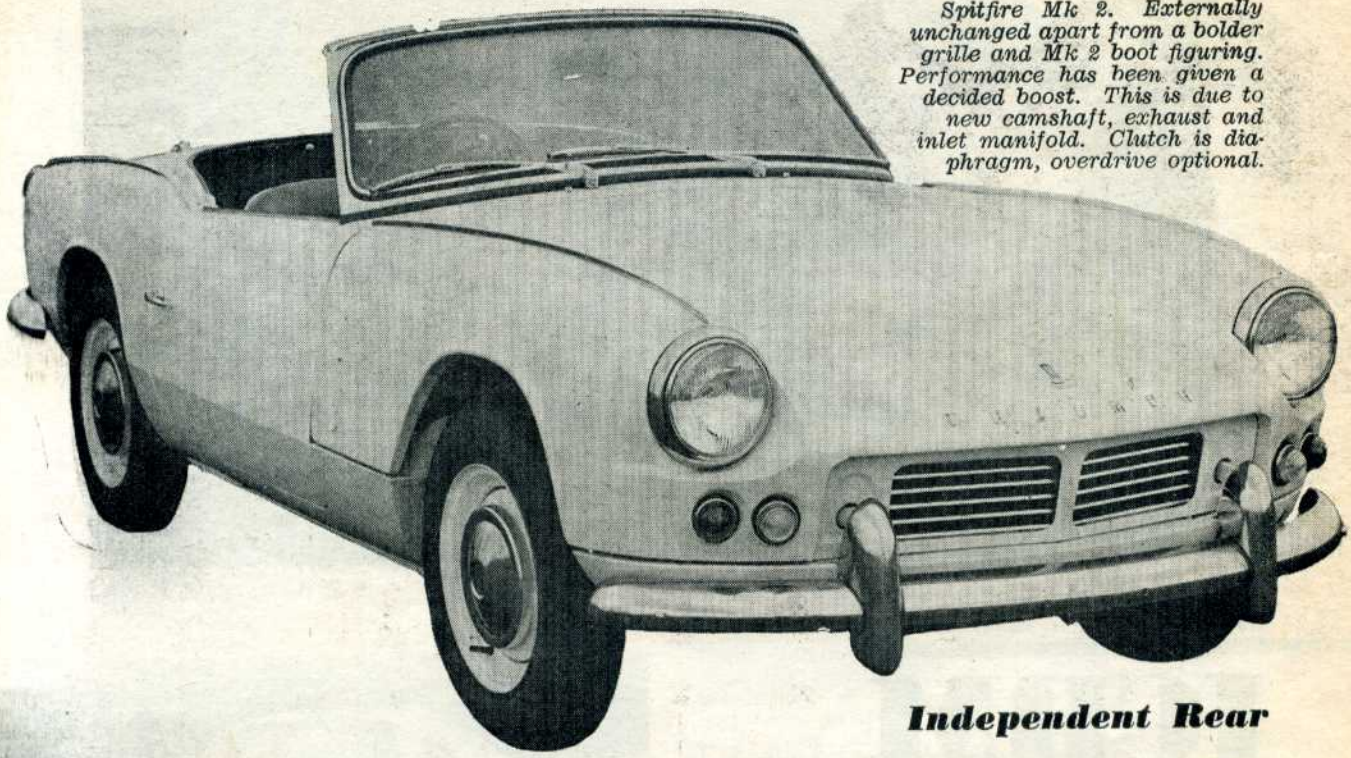


Spitfire Mk 2. Externally unchanged apart from a bolder grille and Mk 2 boot figuring. Performance has been given a decided boost. This is due to new camshaft, exhaust and inlet manifold. Clutch is diaphragm, overdrive optional.



Independent Rear

For Standard-

From British Correspondent GORDON WILKINS

FEATURED at the Geneva Motor Show were new versions of the popular Triumph sports cars; a TR4 A with independent rear suspension and a Spitfire Mark 2 with more powerful engine. Both have sealed cooling systems, new grilles and improved equipment.

The TR4 A has a new chassis with box section

side members and an X-shaped central reinforcement, fitted with independent rear suspension similar to that of the Triumph 2000, using single trailing wishbones in aluminium, with coil springs and lever-type dampers. On the front suspension sealed joints and nylon pivots have reduced the need for regular lubrication.





TR4 A displays new six-bar grille, side indicator lights mounted high on front guard. These are supplemented by parking lights in the grille. Left windscreen wiper has crooked arm to give better sweep. Hood is easily folded in one movement. Interior is improved, as is handling.

Suspension for TR4; More Power, Comfort for Spitfire.

Two New Triumphs

Externally, there is not much change, but the car can be recognised by the new, simpler grille with six horizontal bars, and by the grouping of parking lamp and direction indicator on each side, merging into a bright metal moulding. The bumpers have smaller overriders, more widely spaced and additional direction indicators are incorporated in the grille. The circular globe badge now appears on the bonnet. Inside, there is a new walnut veneer and a flexible surround for both this and the centre console. All switches are recessed for safety and the light control stalk

on the steering column is combined with a head-lamp flasher. Two-speed wipers are standard and the horns are more powerful. The fly-off handbrake is located on the centre tunnel and there is a new quick-action folding top which can be pushed down in one movement after releasing two catches above the windscreen.

The seats are more comfortable than before and trimmed in an expanded PVC which is said to be flexible and durable.

(Continued on page 68)

And at work: Sporting a sleek hardtop the Spitfire gets a thorough workout. Handling is little changed except for more power. Factory claims 96 mph and 0-60 mph in 14 seconds flat. Seating improvements make quick cornering more enjoyable.

The body bare: All independent TR4 A has same front suspension with aft control by single trailing wishbones (aluminium), coil springs and lever-type dampers. Bottle is top up for hermetically sealed cooling system. Box section chassis has central X reinforcement.

