



TRIUMPH

Stand No. 123

The Triumph TR2 sports model has won universal fame amongst enthusiasts and competition drivers, and represents excellent value for money. It is a reliable, comfortable car for road use, able to out-accelerate almost anything normally encountered, it has sound handling qualities, it is snug when closed up (or in hard-top form), yet its maximum is just under or above 100 m.p.h. depending on tune. Moreover, the 1,991-c.c. twin-S.U. version of the famous Standard Vanguard engine which powers it is notably economical, and something like 28 m.p.g. or better is realised while cruising at speeds in the region of 70 m.p.h.—and it is quite happy holding 98 m.p.h.



The Triumph TR3

The Triumph TR2 has earned a great reputation in sports-car races and rallies without departing very far from standard form, and an enthusiastic TR2 Association is in existence. Consequently, the new TR3 model, which has its power output increased from 90 b.h.p. at 4,800 r.p.m. to 95 b.h.p. at the same crankshaft speed, retaining the same gear ratios, and overdrive if required, will be a source of great interest. It has more room behind the seats than formerly, and an occasional seat, supplied as an extra, may be installed.

The TR3 is priced at £25 more (£650 basic) than the TR2 but at an inclusive price of £921 19s. 2d. in this country, or £985 14s. 2d. in hard-top form with sliding windows, it is right at the top of the sports-car field in terms of value for money. Extras available include the electrically-operated overdrive operating on second, third and top gears, heater, radio, competition-type back shock-absorbers, Dunlop Road-Speed tyres, competition-type front springs, telescopic steering, centre-lock wire wheels, leather upholstery, tonneau cover, and the extra seat. MOTOR SPORT's impressions of the TR2 appeared in the issue dated February, 1955.