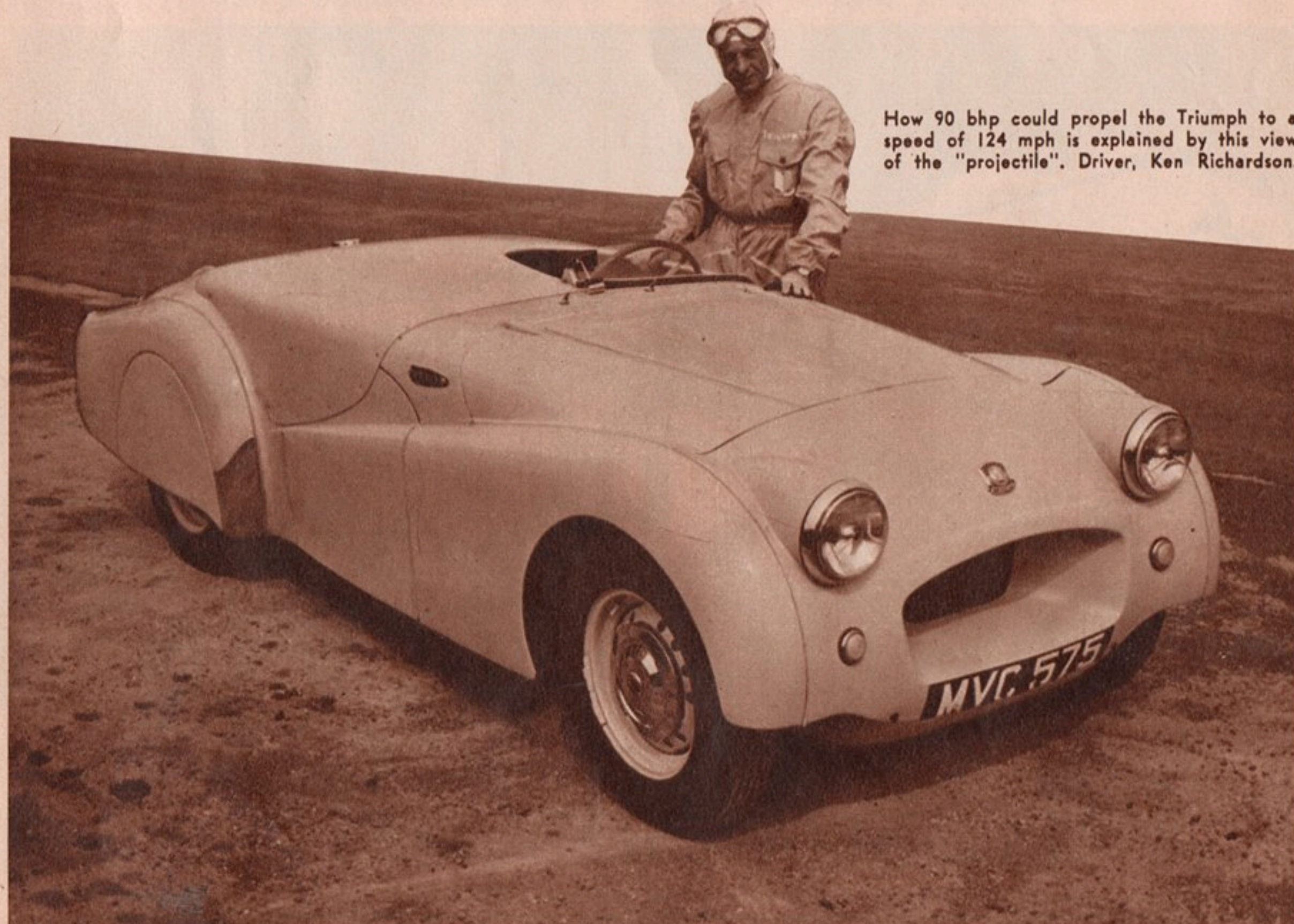


TRIUMPH 2 LITRE SPORTS



How 90 bhp could propel the Triumph to a speed of 124 mph is explained by this view of the "projectile". Driver, Ken Richardson.

Another new sports car will soon be coming to this country, and it deserves special recognition because of its very low price and very high performance.

The Standard Motor Car Co., producers of the Standard Vanguard, the Triumph Renown and the Triumph Mayflower have promised fall delivery on their new T.R.2 sports car, and the price will be about \$2300.

The performance of this car was mentioned in last month's Miscellaneous Ramblings, but to recapitulate, the stripped model shown here was timed on Belgium's Jabbecke highway at 124.095 mph in overdrive. With windshield, top and side curtains added, it clocked 114.213 mph in overdrive and 108.499 mph in direct drive. The most remarkable aspect of these demonstration runs is the fact that the engine was exactly the same as will be supplied to all purchasers. From this it is reasonable to expect that any owner can readily exceed 100 honest mph with the standard transmission, or over 110 mph when equipped with overdrive.

Speed alone, however, is not the sole criteria by which sports cars are judged and Triumph Engineers have spent over a year in testing the new model for acceleration, road-holding, cornering and braking abilities.

To keep down costs it was necessary to use major components already in production. The engine and transmission are modified Vanguard. Front suspension and rear axle are Mayflower. For adequate torsional stiffness the frame has been specially designed for this car and it is interesting to note that extensive testing under simulated road racing conditions caused the brakes to be enlarged twice before fade was conquered.

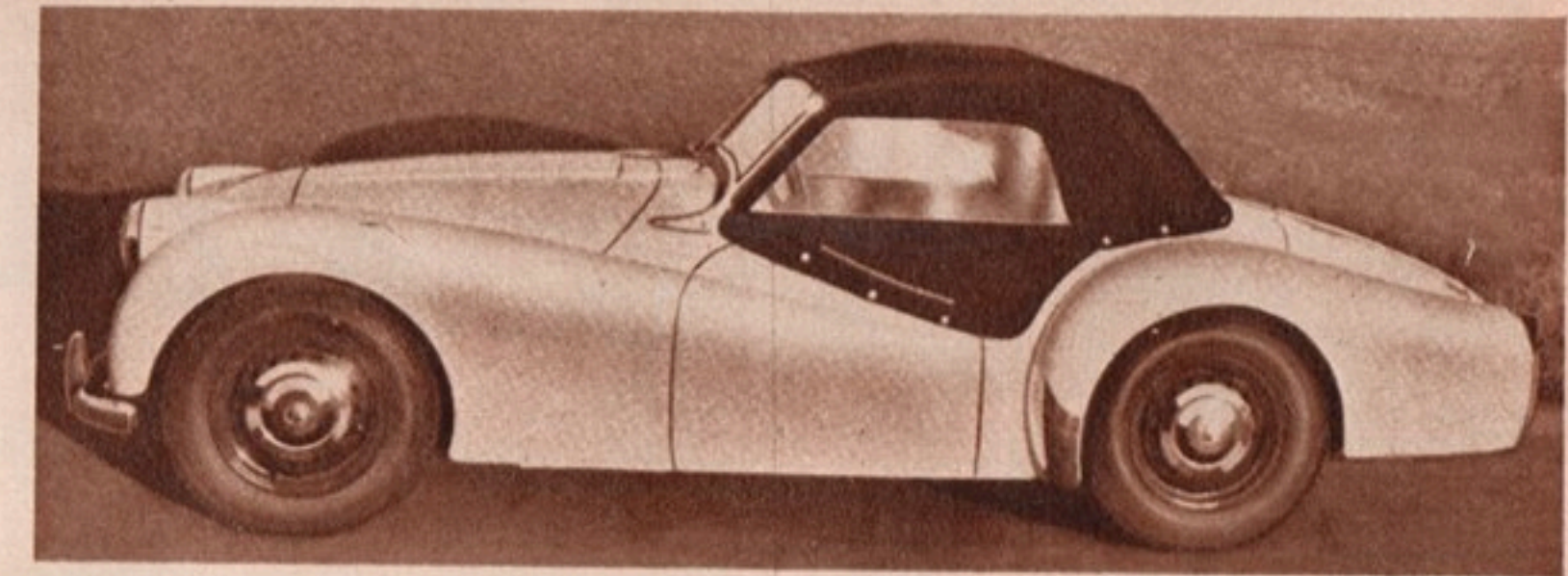
The Vanguard engine is a fairly recent design and features a short stroke and replaceable (wet type) cylinder sleeves. This construction made it a simple matter to reduce the bore by 2 mm. in order to bring the displacement down from 2088 cc to 1911 cc. This places the car in FIA sports car class D, for engines from 1500 to 2000 cc. The compression ratio has been increased to 8.5, the connecting rods have been redesigned and better bearing material used. These changes plus a modified camshaft and manifold revisions have resulted in an output of 90 bhp at 4750 rpm.

The Vanguard 3-speed transmission has been altered to give 4 speeds forward by adding an extra pair of gears behind the main case. Additionally a Laycock de Normanville overdrive will be optional.

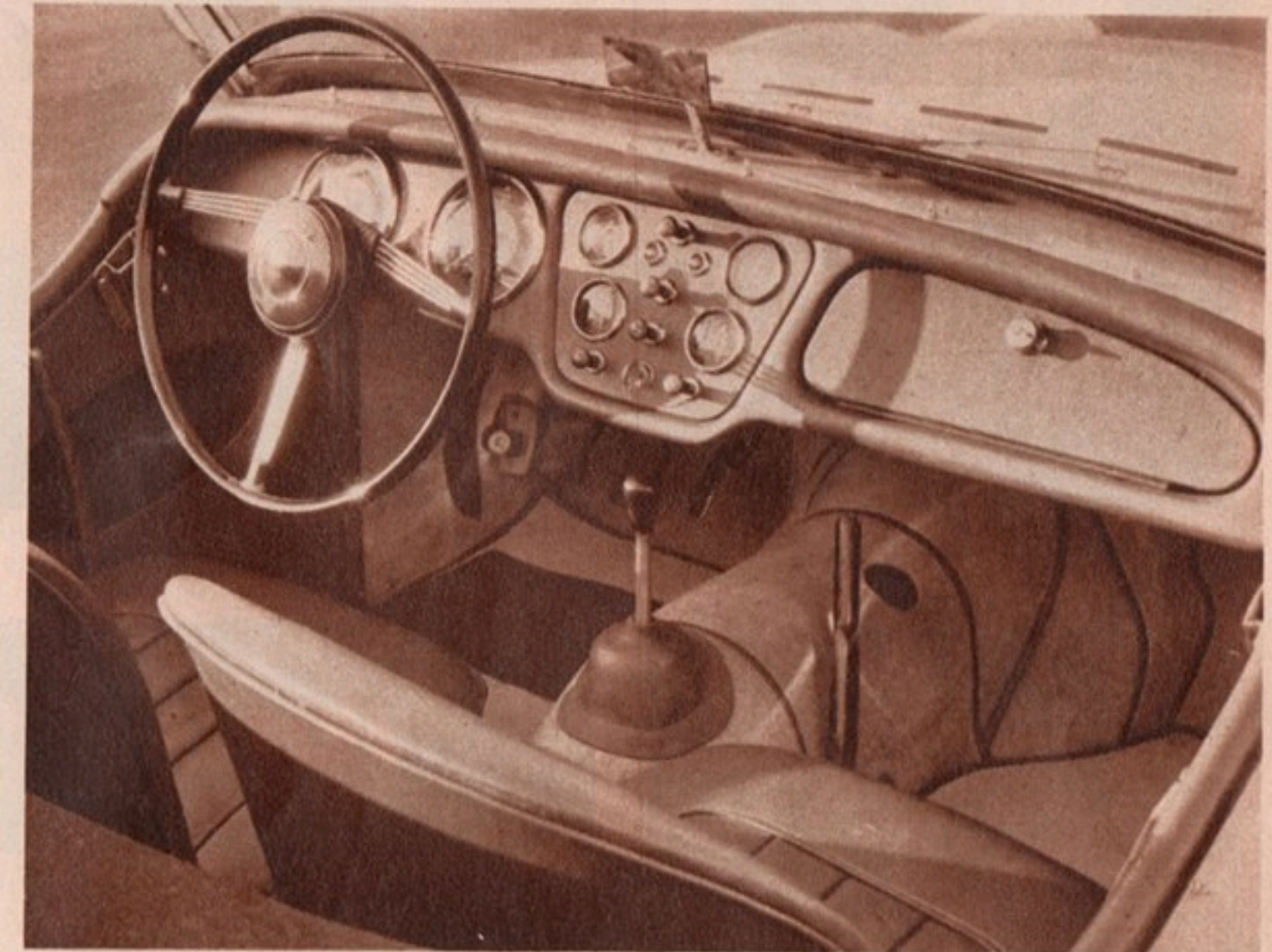
The open two-seater body is made of steel and all four fenders as well as the nose section are bolted on for easy replacement if necessary. Interior body width is 47.5 inches across the seats and there is a top storage compartment immediately behind the seats which can be used for luggage with top up, or can even be converted to accommodate one or two small children. The rear deck enclosure provides approximately 5 cu. ft. of storage space separate from the spare tire compartment underneath. The 14 gallon fuel tank is situated directly over the rear axle with its filler located centrally.

The metal underpan and cockpit cover used in the record runs are not listed as options, but the overdrive and rear wheel covers are available. Of special interest to American enthusiasts is the fact that wire wheels are also included in the list of optional extras.

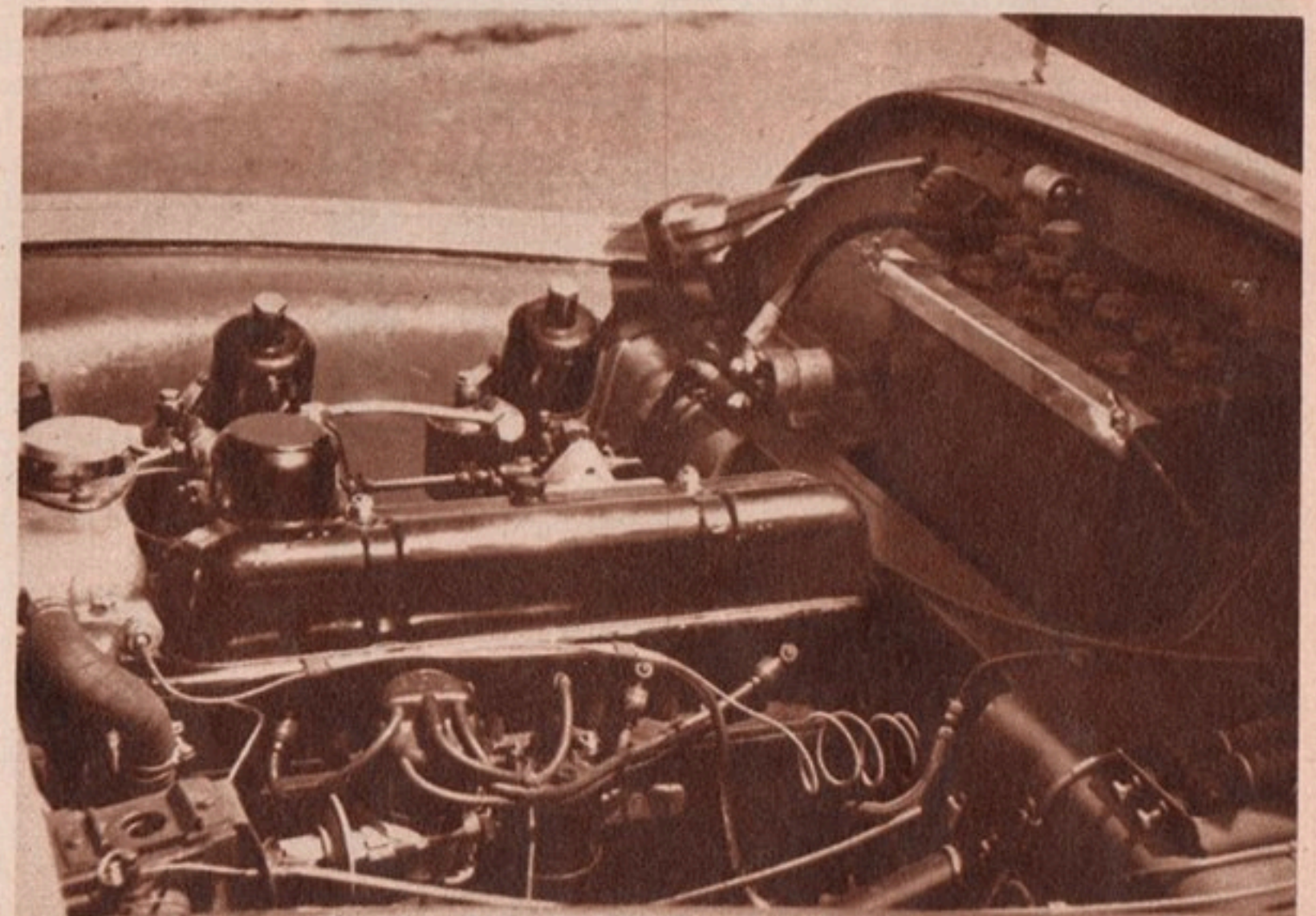
With modern styling, 90 bhp, a 3.7 axle ratio and a curb weight of 2128 lbs. the Triumph T.R.2 is going to be a hit with American buyers. J.B.



Even with the top up and side curtains installed, the Triumph T.R. 2 appears fast. In this form (but with underpan added) the car averaged 114.213 mph over the measured mile.



No austerity cockpit this. Genuine leather is used for the bucket seats, cockpit coaming and instrument panel covering. Glove box is large and both doors have storage pockets.



Despite a short wheelbase, the 121.5 cu. in. four cylinder engine is placed well back of the front wheel centerline. Dual hydraulic master cylinder is for the clutch and brakes.

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