

The Triumph T.R.3 Sports



1957

this famous 100 m.p.h. - 100 b.h.p. sports car is now fitted with Disc Brakes

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road or in city traffic

For real versatility there's nothing to beat the 1957 Triumph T.R.3. Take this exciting sports car on the open road and feel the swift, surging power and punch of its 2 litre engine—then you'll know what inspired motoring is! In the gruelling, demanding competition courses, what verve and staying power . . . yet, when it comes to the no less important matter of shopping in town, visiting friends, just touring or those hundred and one odd jobs, how easily the Triumph T.R.3 fulfils this role—so maneuverable in city traffic, so easy to park, so quick at the light . . . how reliable the smooth progressive efficiency of the new Giesing hydraulic disc type brakes . . . the high port cylinder head gives even greater power coupled with greater operating economy . . . yes, the 1957 Triumph has everything to match your daily needs and meet your every mood.

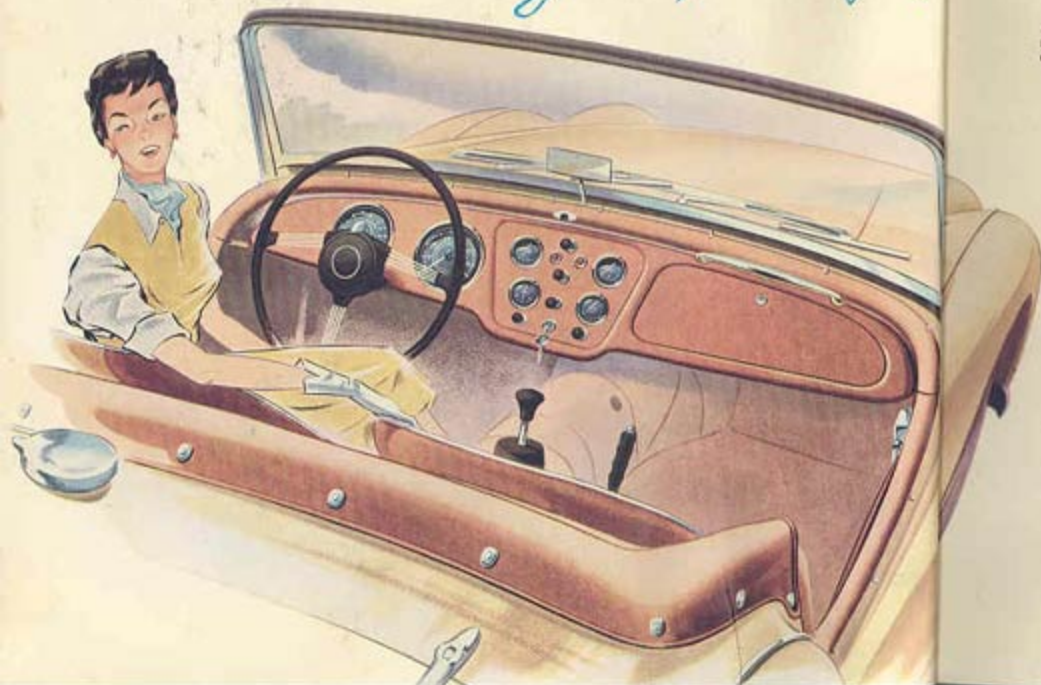


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Designed for comfort



An occasional seat
may be fitted as an
optional extra.



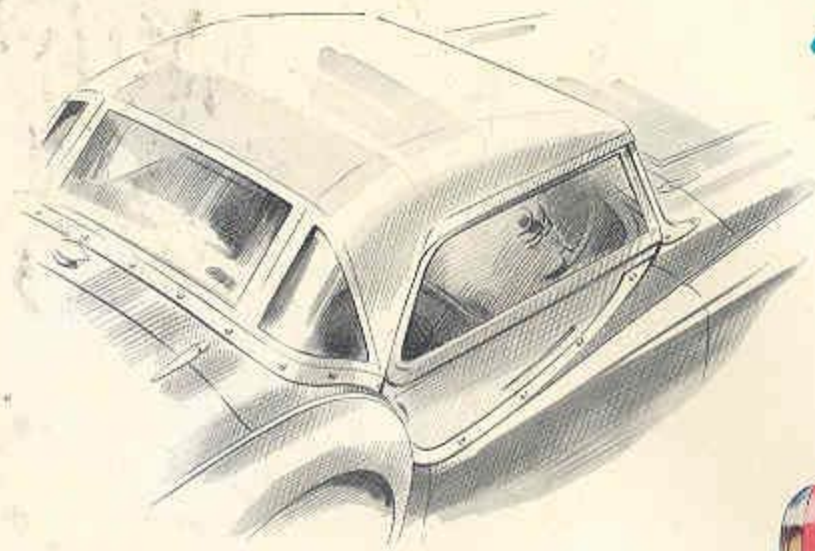
The Triumph T.R.3 has been designed for real comfort as well as outstanding performance. For example, the instruments are neatly grouped in front of the driver for clear visibility; the windshield is easily detachable; a glove compartment with lock is in front of the passenger as well as a grab handle; seats are adjustable bucket-type; the back of the passenger seat folds forward for easy access to the rear cockpit space; the floor is carpeted; the gear shift is conveniently placed for quick gear changes. The air intake on the hood allows all-weather fresh air ventilation.

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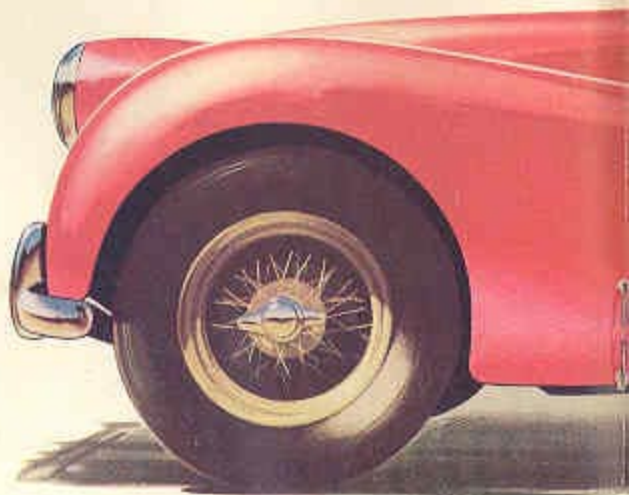
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Ideal for all weather



A hard top model is also available for those who wish to combine the attractions of speed with the elegance of a smart modern coupe. The hard top is readily detachable.

In wet or wintry weather driver and passenger in the Triumph T.R.3 are snugly protected by means of an easily folding fabric top with wide sliding panel side-screens which preserve that all-round visibility so essential for the driver.

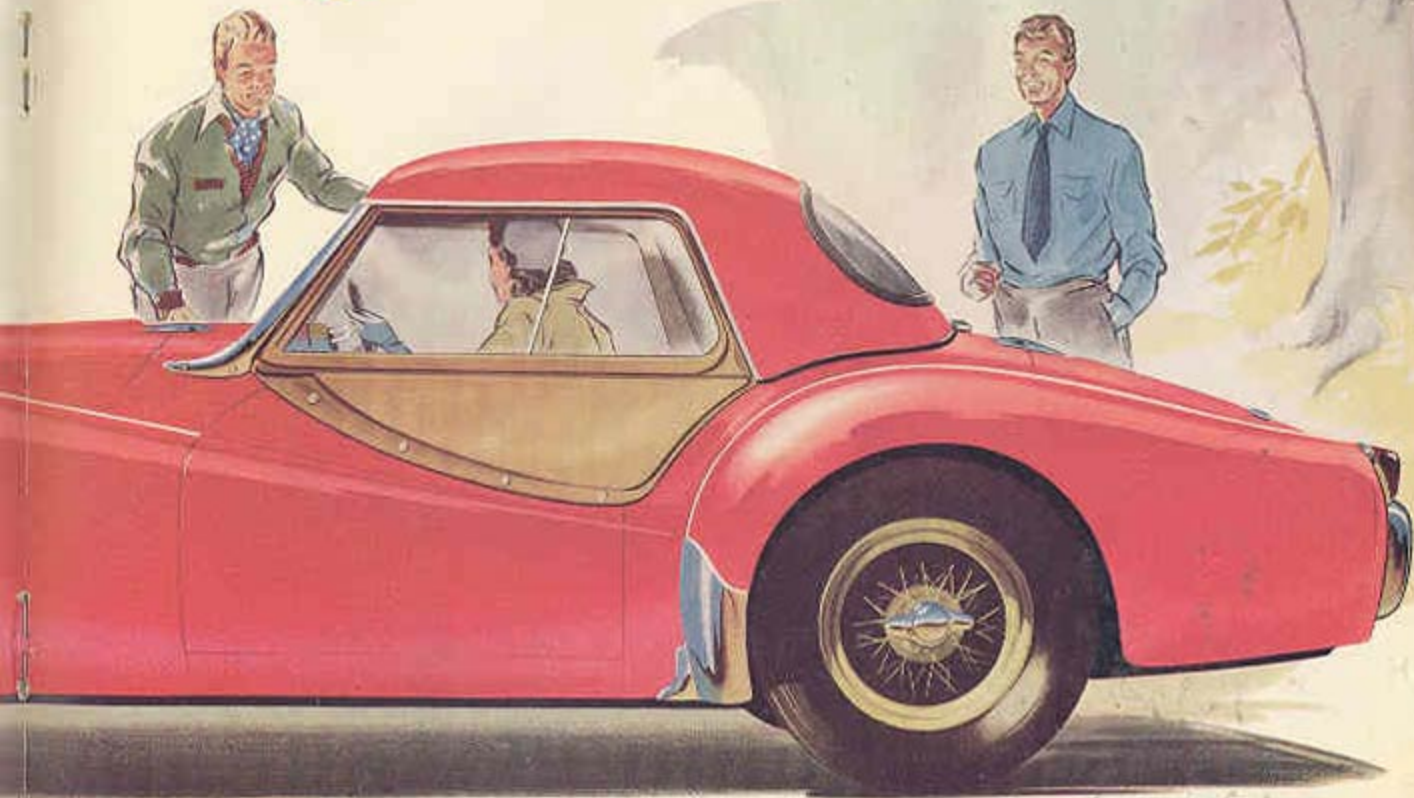


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Weather motoring



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Room for all the luggage

The Triumph TR3 has a large rear luggage trunk, beneath which the spare wheel is stowed in a separate compartment. This enables the TR3 owner to use the car for touring purposes.

The illustration shows the spacious accommodation, unusual in a car of this type, the panel enclosing the spare wheel and the substantial over-riders.

A suit case, specially designed to fit in the luggage trunk, is available as an extra.

All components of the engine are readily accessible for normal service. Standard American thread on nuts, bolts, etc. make service in the United States a practical matter.



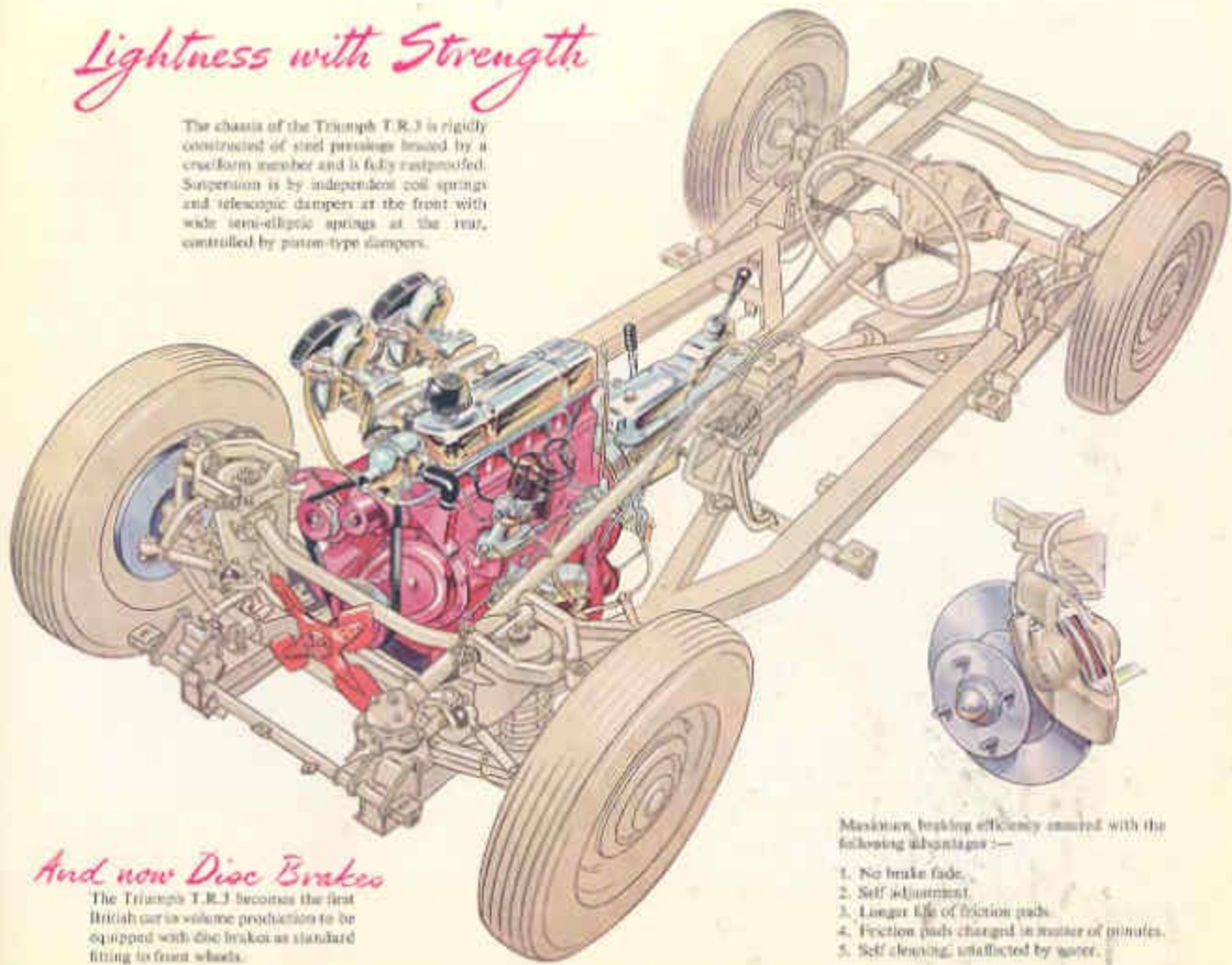
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Lightness with Strength

The chassis of the Triumph T.R.3 is rigidly constructed of steel pressings braced by a crossform member and is fully rustproofed. Suspension is by independent coil springs and telescopic dampers at the front with wide semi-elliptic springs at the rear, controlled by piston-type dampers.



And now Disc Brakes

The Triumph T.R.3 becomes the first British car in volume production to be equipped with disc brakes as standard fitting to front wheels.

Maximum braking efficiency ensured with the following advantages:—

1. No brake fade.
2. Self adjustment.
3. Longer life of friction pads.
4. Friction pads changed in matter of minutes.
5. Self cleansing, unaffected by water.

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