

R O A D T E S T

Triumph 2000 Automatic



John Wells, our "Road Test" writer, is an A grade mechanic and a principal of the newly-established firm of Roy Watson Ltd., St. Vincent Street. He has had 15 years in the trade and is a committee member of the Nelson Car Club.



The Triumph 2000 is a quality car, with quality appointments, and I was most impressed with the way it handled. I tested the automatic model, and found the automatic transmission average. Its main feature is that it is fully automatic or selective over the intermediate gears and this feature makes for quicker acceleration and better hill-climbing than the fully automatic transmission.

On the flat the car rode well and held the road nicely and on the hills it cornered well, both uphill and down, with no marked tendency to either over or understeer. The braking system, of discs on the front and drums on the rear, were most efficient and easy to use. The interior trim of the 2000 is excellent, with top quality carpeting extending even to the boot. Genuine walnut fascia and sill panels are provided and the two front seats are fully reclining. There is an abundance of shelf room under the fascia, and little details, like a cigarette lighter placed in the transmission console so that it is available to all passengers, have not been forgotten. The boot is deep, but easily accessible.

I LIKED

The silent motoring. Even at speed and on a coarse chip surface there was no need to raise the voice in conversation; its comfort and road-holding capabilities. I have no complaints.

Agents: Bowater Motors Ltd; prices, manual, \$3380; overdrive, \$3537; automatic, \$3698.