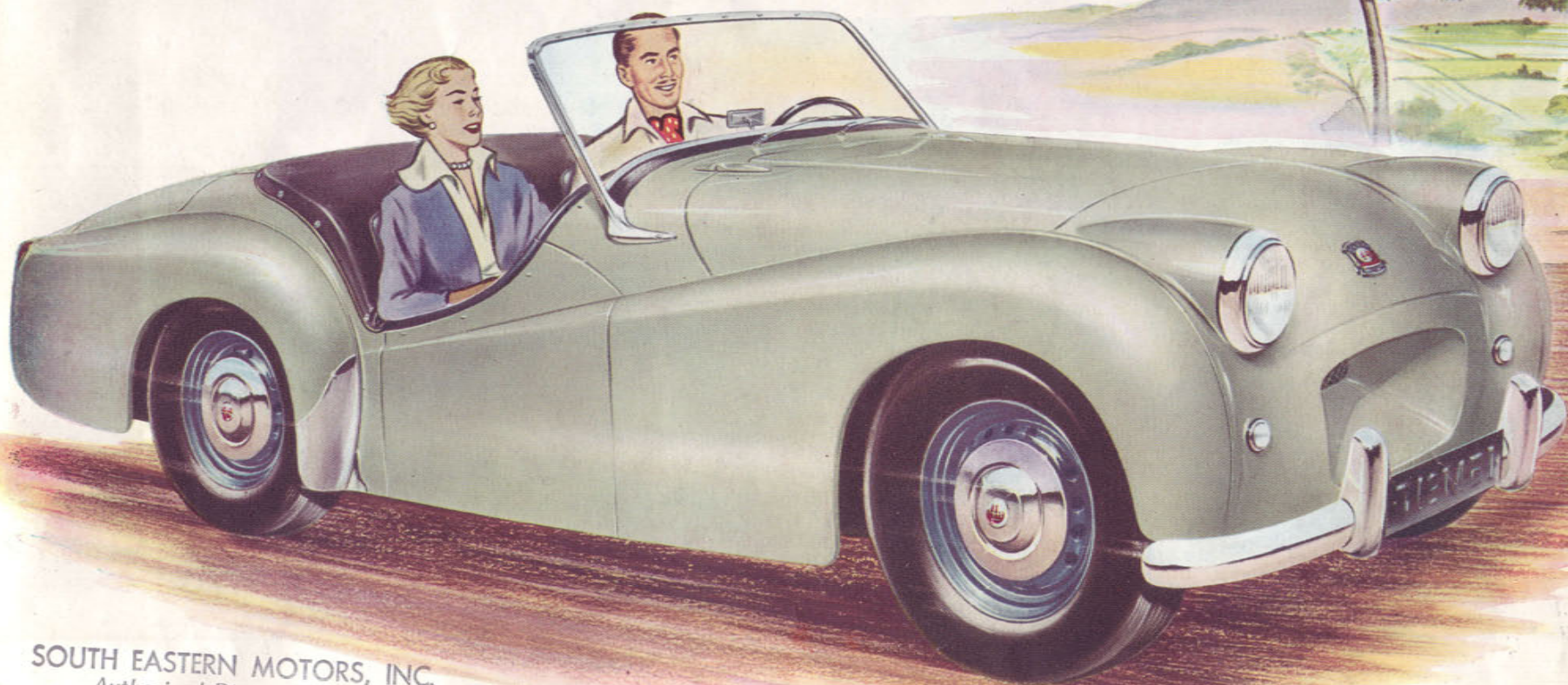
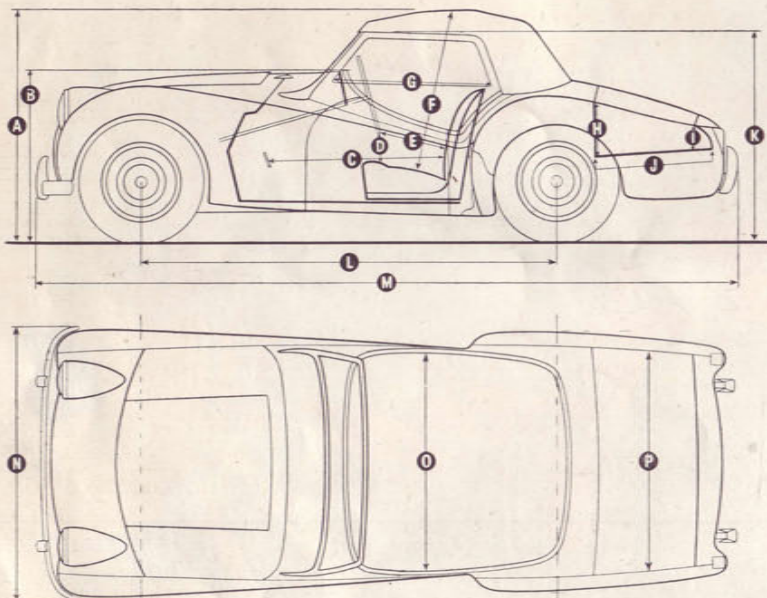


THE TRIUMPH SPORTS



SOUTH EASTERN MOTORS, INC.
Authorized Distributors for
TRIUMPH, DORETTI and STANDARD CARS
1939 HARRISON STREET PHONE 2-1521
HOLLYWOOD, FLORIDA
BRANCH OFFICE, SUITE 737
1500 MASSACHUSETTS AVENUE, N. W.
WASHINGTON 5, D. C. PH. HUDSON 3-8094

GENERAL DIMENSIONS



- | | |
|---|--|
| A. Overall height, hood erect—
4 ft. 2 in. | I. Height of Boot—Min. 7 in. |
| B. Height of scuttle—3 ft. 4 in. | J. Length of Boot opening—
1 ft. 6½ in.; Max. 2 ft. 2¼ in. |
| C. Clutch pedal to seat squab—
Max. 3 ft. 6½ in. Min. 2 ft. 11 in. | K. Height to top of screen, hood
folded—3 ft. 10 in. |
| D. Steering wheel to seat cushion—
6½ in. | L. Wheelbase—7 ft. 4 in. |
| E. Squab to steering wheel—Max.
1 ft. 6 in., Min. 9 in. | M. Overall length—12 ft. 7 in. |
| F. Seat to hood when erected—
2 ft. 11½ in. | N. Overall width over bumpers—
4 ft. 7½ in. |
| G. Window width at sill—2 ft. 7½ in. | O. Width at elbows—3 ft. 9 in. |
| H. Height of Boot—Max. 1 ft. 2½ in. | P. Width of Boot opening—3 ft. 5½ in.;
Max. width—3 ft. 9 in. |

124 m.p.h.

ON THE JABBEKE HIGHWAY, BELGIUM



The Triumph T.R.2 Sports Car, driven by Ken Richardson, chief test driver for the Standard Motor Co., Ltd., reached a speed of 124 m.p.h. on the famous Belgian Jabbeke Highway. The car was in high speed trim and was timed by the Royal Automobile Club of Belgium. Full details of distances and speeds achieved in this test are given below:

	Distance	Mean speed
1. In speed trim using overdrive, with metal tonneau and undershield.	1 kilometre	201.005 k.p.h. 124.889 m.p.h.
	mile	199.711 k.p.h. 124.095 m.p.h.
2. In touring trim with hood up, undershield and using overdrive.	1 kilometre	184.889 k.p.h. 114.890 m.p.h.
	1 mile	183.807 k.p.h. 114.213 m.p.h.
3. In touring trim with hood up, undershield but without overdrive.	1 kilometre	175.353 k.p.h. 108.959 m.p.h.
	1 mile	174.611 k.p.h. 108.499 m.p.h.

The speeds given are the mean of two runs, one in each direction.

CONDITIONS OF SALE

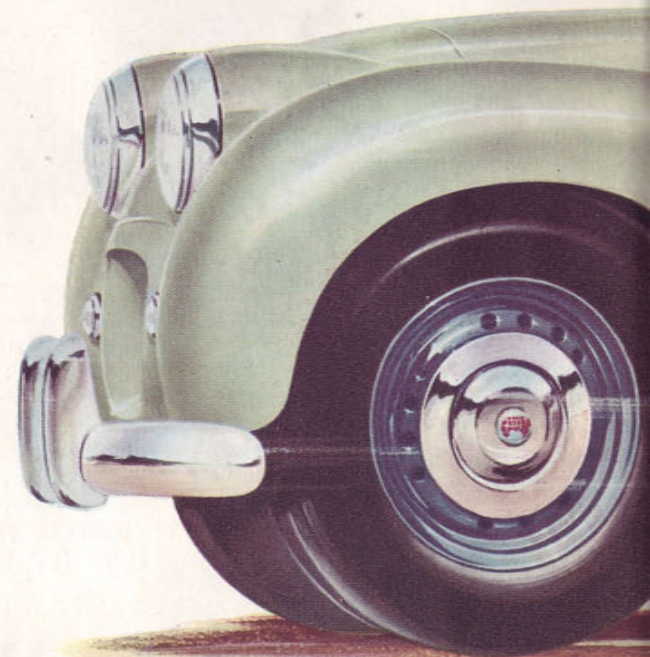
The goods manufactured by The Standard Motor Company Limited are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute and otherwise. **PRICES.** The Company reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery ex works. **SPECIFICATION.** The Company reserves the right on the sale of any vehicle to make before delivery without notice any alterations to or departure from the specification, design or equipment detailed in its various publications. **LITERATURE.** Every precaution has been taken to ensure accuracy but the Company accepts no liability for errors or omissions.

TRIUMPH MOTOR COMPANY (1945) LIMITED

A subsidiary of The Standard Motor Company Limited, Coventry, England

-Brings a new inspiration to motoring!

For the sporting motorist the appearance of the Triumph T.R.2 Sports Car opens up exciting new possibilities. It has already given proof of its outstanding performance when it reached a speed of 124 m.p.h. on the famous Belgian Jabbeke Highway in speed trim and timed by the Royal Automobile Club of Belgium. In its standard touring trim and without overdrive it is capable of at least 100 m.p.h. It is fitted with a 2 litre engine and a four-speed gearbox. At the same time the clean, handsome lines of the Triumph Sports Car make it attractive as a fast touring car with ample room for luggage. Although powerful and speedy it incorporates every device to provide the maximum safety and comfort on the open road. The Triumph Sports Car does indeed offer in its design and performance the finest possible value for money to-day.



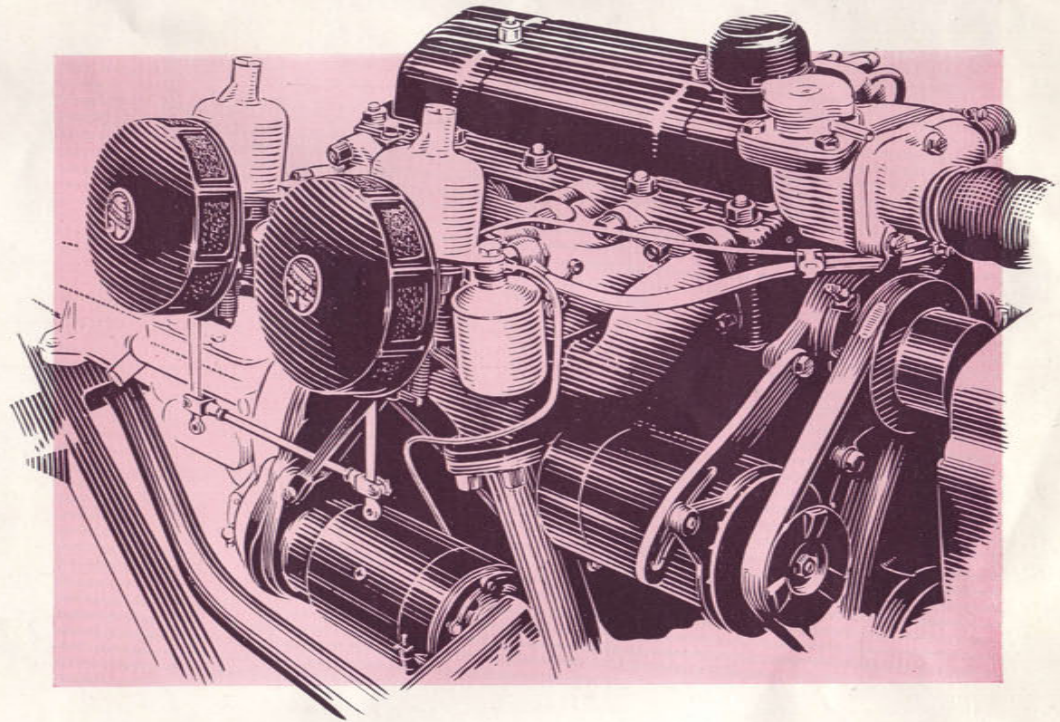
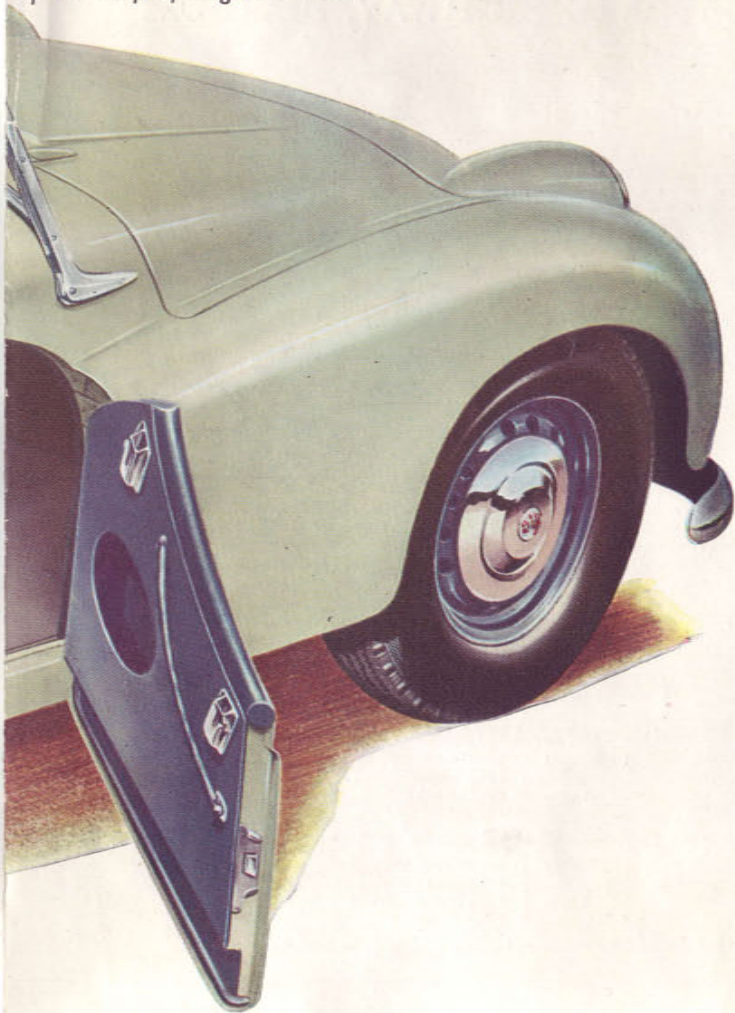
Spare wheel in separate
locker compartment

bucket-type seats

The To

Speedy on the open road

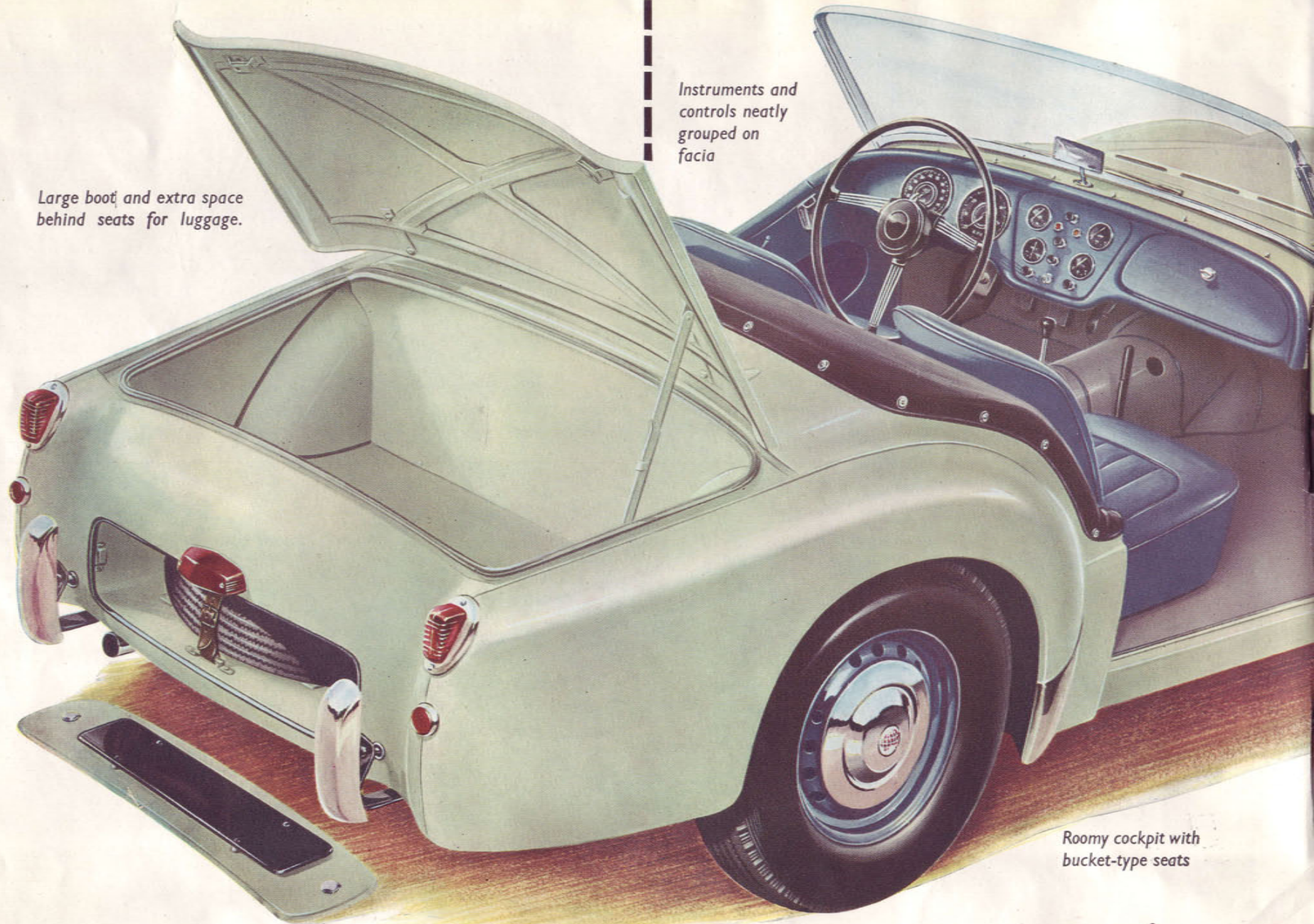
Screen easily detachable with provision for fitting aere screens



The two-litre engine

The 1991 c.c. engine of the Triumph T.R.2 Sports Car develops 90 b.h.p. at 4,800 r.p.m. giving a maximum speed over 100 m.p.h. (160 km. per hour) in touring trim. It has a number of features which will especially appeal to the sporting motorist for events in the 2 Litre class. Petrol consumption (high speed touring) is 32 m.p.g. (8.8 litres per 100 km.).

Triumph Sports Car



Large boot and extra space behind seats for luggage.

Instruments and controls neatly grouped on fascia

Roomy cockpit with bucket-type seats

Spare wheel in separate locker compartment

The **T**

Ratios: Top	3rd	2nd	1st	Rev.
1.00	1.325	2.00	3.38	4.28
Overall: Top	3rd	2nd	1st	Rev.
3.7	4.9	7.4	12.5	15.8

Overdrive (optional extra)—when fitted overall ratio 3.03.

Propeller shaft—Hardy-Spicer all-metal shaft, needle roller bearings. Short length to avoid whip and simplify frame construction.

Axles—(Front)—Independent suspension system with rubber-bushed wishbone shackles top and bottom. Patented design wheel swivels. Taper roller hub bearings.

(Rear)—Semi-floating axle shafts, three piece casing. Ball bearings in hub.

Drive—Hypoid bevel gears. Taper roller bearings. Ratio—3.7. Wheels—Steel disc type, with chrome nave plates. Jacking—Mid-point side jacking.

Suspension—Independent suspension at front, with coil springs and telescopic dampers, wide semi-elliptic springs at rear, controlled by piston type dampers.

Brakes—Lockheed hydraulic, front 10 in. x 2½ in., rear 9 in. x 1½ in.—total lining area, 148 sq. in. Two leading shoe-type being used on front wheels. Leading and trailing shoe-type on rear wheels. Alloy cast iron brake drums. Foot operated on all four wheels, hydraulically. Centrally mounted hand brake operates on rear wheels, mechanically.

Frame—Rigid structure, channel steel pressings braced by a cruciform member. Fully rust-proofed.

Steering—High gear, cam and lever type unit. Optional right- or left-hand drive. Steering wheel 17 in. dia. (431 mm.), three-spoke, spring type.

Battery—12 volt, 51 amp/hour. Located under bonnet.

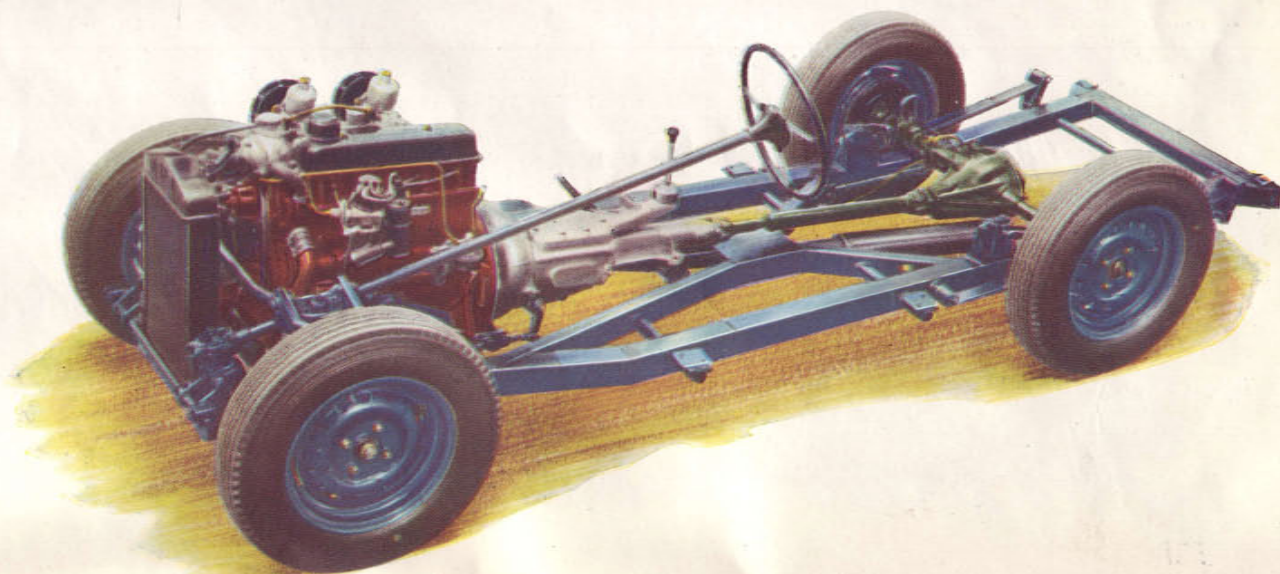
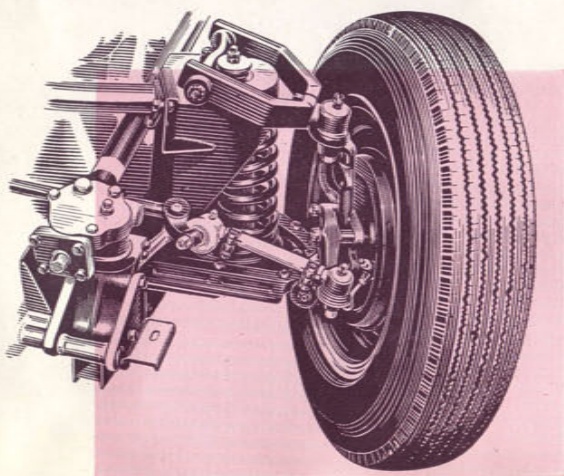
GENERAL EQUIPMENT. Driving mirror providing maximum view to rear. Headlamps, P.700 flush-fitting sealed unit; pre-focus bulbs; dip switch, foot operated. Parking lights located below headlamps. Rear lamps. Two tail lamps with flashing direction indicators, combined number plate illuminator and brake light. Interior panel lights. Horns, twin windtone, concealed mounting. Carpets at front with thick felt underlay. Bonnet is hinged and a stay is provided for support when open. Deep substantial design one-piece bumper with overriders at front, spring bar overriders at rear, all chromium plated. Twin electric screen wipers, spare wheel and tyre, jack.

Optional Extras—Aero screens. Overdrive. Heater. Radio. Undershields. Special rear shock absorbers. High speed tyres. Stiff front road springs. Aluminium engine oil sump. Dual speed screen wipers. Fitted luggage trunk. Telescopic steering. Special steering wheel. Knock-on type wire wheels. Rear wheel covers. Leather upholstery. Fabric tonneau cover. Metal tonneau cover. Tool roll and tools.

OTHER INFORMATION. Wheelbase—7 ft. 4 in. (2,235 mm.). Track—Front—3 ft. 9 in. (1,134 mm.); Rear—3 ft. 9½ in. (1,156 mm.). Ground clearance—6 in. (152 mm.). Turning circle—32 ft. 0 in. (9.75 metres).

Overall Dimensions—Length—12 ft. 7 in. (3,840 mm.). Width—4 ft. 7½ in. (1,410 mm.). Height (unladen) Hood erect—4 ft. 2 in. (1,270 mm.); Top of screen—3 ft. 10 in. (1,168 mm.); Weight—Dry (excluding extra equipment)—17½ cwt. (901 kg.). Complete—including tools, fuel, oil and water) 18½ cwt. (952 kg.). Tyre size—5.50—15 in.

Capacities—Fuel Tank—12½ Imp. galls. (57 litres). Engine—11 pints (6.25 litres). Gearbox—1½ pints (0.8 litres). Rear Axle—1½ pints (0.8 litres). Cooling System—13 pints (7.4 litres).



Handsome on the Boulevard —

BODY SPECIFICATION. Type—Two seater open sports steel body with all weather equipment. Detachable one-piece windscreen fitted with Triplex safety glass. Provision is made for fitting aero type screens if required.

Doors hinged on screen pillars. Front wings, rear wings and complete front panel are bolt-on detachable type. Upholstery—Vynide. Seating—two bucket-type seats, adjustable fore and aft. Hood frame cover.

Maximum interior body width 47½ in. (1,210 mm.).

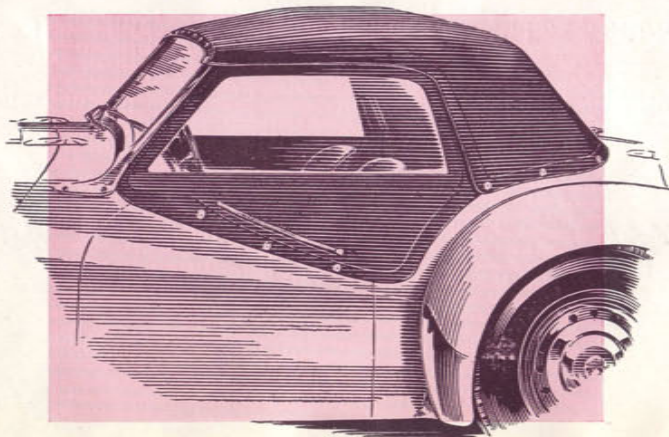
Instruments—5 in. tachometer and 5 in. speedometer with trip, positioned in front of driver.

Separate instruments for fuel, water temperature, ammeter and oil pressure. Indirect instrument illumination. Ignition warning light. Headlamp beam warning light.

Controls—Buttons for starter, carburettor choke, windscreen wipers, headlamps, parking and panel lights. Ignition lock.

Luggage accommodation—Luggage space behind seats and in boot. Enclosed glove compartment in fascia panel with lock. Spare wheel housed in separate compartment below boot floor with locked panel.

Locks—Dovetail, anti-rattle type lock on each door. One-piece hinged bonnet arranged with lock.



CHASSIS SPECIFICATION. Engine—Four cylinders. Bore—83 mm. (3.268 in.). Stroke—92 mm. (3.622 in.). Capacity—1,991 c.c. (121.5 in.) 2 litre. B.H.P. 90 at 4,800 r.p.m. Piston speed—2,850 ft./min. at 4,800 r.p.m. (this is equivalent to 100 m.p.h. in top gear). Compression ratio—8.5:1. Cylinder sleeves—Replaceable, fitted in direct contact with cooling water. Pistons—Aluminium alloy. Crankshaft—Three bearings, with integral balance weights. Valves—Overhead, push rod operated. Camshaft—Four bearings, hyposine cams; drive by Duplex chain. Cooling System—Thermostatically controlled, 13 pints (7.4 litre) capacity. Circulation—pump. Drive—Vee belt. Fan—12½ in., 6 blades. Fuel System—12½ gall. (57 litre) tank. Petrol pump—mechanical. Twin carburetors. Lubrication—Pump submerged in sump, gauze filter; oil cleaner—Purolator by-pass type, replaceable cartridge. Ignition—Coil, centrifugal and vacuum controlled automatic advance. Plugs—Champion, Type L 10 S. Dynamo—Ventilated type. Buoyant power flexible mounting for engine and gearbox unit. Transmission—Clutch, Borg & Beck 9 in. dia. single dry plate. Hydraulically operated. Gearbox—Four forward ratios and reverse. Gears—Positive synchromesh on 2nd, 3rd and 4th forward ratios. Silent helical gears. Gear change lever placed centrally in car.

