



The Triumph Sports

The Triumph Sports Car

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This new model about to be introduced into the range of Triumph cars is intended to appeal to the motorist who either likes to participate in sporting events or prefers fast open-air motoring to the comfort of the saloon. It has a number of details which will especially appeal to the sporting motorist. The engine is of 1,991 c.c. and is therefore a convenient size to participate in events for cars in the 2,000 c.c. class, while the four-speed gearbox provides gear ratios most suited to this class of work.

BODY SPECIFICATION

Type—Two seater open sports steel body with all weather equipment. Detachable one piece windscreen of Triplex safety glass.

Doors hinged on screen pillars. Rear wings and complete front panel are bolt-on detachable type. Upholstery—leather. Seating—two bucket-type seats of hammock design. Adjustable fore and aft. Effective seat width 42½ in. (1,080 mm.). Maximum interior body width 47 in. (1,194 mm.).

Instruments—5" tachometer and 5" speedometer with trip, positioned in front of driver. Separate instruments for fuel, water temperature and oil pressure. Indirect instrument illumination. Ignition warning light. Head-lamp beam warning light.

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

Luggage accommodation—Open glove compartment in facia panel. Luggage space behind seats. Spare wheel mounted externally, combining lockable petrol filler in hub centre.

Locks—Dovetail, anti-rattle type lock on each door. One-piece hinged bonnet arranged with lock release control operated from inside body under facia. Safety catch secures bonnet if release is inadvertently operated while car is in motion.

CHASSIS SPECIFICATION

Engine: Four cylinders. Bore of cylinders—83 mm. (3.268 in.). Stroke of crank—92 mm. (3.622 in.). Capacity—1,991 c.c. (121.5 in.) (2 litre).

B.H.P. 75 at 4,500 r.p.m. R.A.C. rating—17.14 h.p. Piston speed—2,500 ft/min. at 4,200 r.p.m. (this is equivalent to 80 m.p.h. in top gear). Piston area—33.5 sq. in. (216 sq. cm.). Firing order—1, 3, 4, 2. Compression ratio—7:1. Cylinder sleeves—Centrifugally chill cast, nickel chrome iron, replaceable sleeves, fitted in direct contact with cooling water. Pistons—Aluminium alloy, split skirt. Connecting rod—60-ton steel, floating gudgeon pin secured by circlips. Crankshaft—Robust construction, three bearings, with integral balance weights. Bearings—Precision, micro bearings. Valves—Push rod operated overhead valves. Camshaft—Four bearings. Hyposine cams. Drive by duplex chain. Cooling system—Thermostatically controlled. 14 pints capacity. Circulation—pump. Fan—12½ in., four blades. Drive—Vee belt. Fuel system—12 gall. (54½ litre) tank. Petrol Pump—mechanical. Carburettor—Twin installation. Lubrication—Hobourn-Eaton high capacity oil pump, submerged in sump, gauze filter. Oil cleaner—Purolator by-pass type, replaceable cartridge. Ignition—Coil, centrifugal and suction controlled automatic advance. Plugs—Champion, Type L.10. Dynamo—Ventilated type. Engine mounting—Bouyant power flexible mounting for engine and gearbox unit. Exhaust system—Flexibly mounted. Crankcase ventilation—Automatic suction from induction system, together with bearing seals, providing a sealed engine. Flywheel—Cast iron, with hardened steel starter gear ring.

Transmission: Clutch—Borg & Beck 9 in. dia. single dry plate. Hydraulically operated. Gearbox—Four forward ratios and reverse. Gears—Patented positive synchromesh on 2nd, 3rd and 4th forward ratios. Silent helical gears. Oil filler—Combined with dipstick.

Ratios:	Top	3rd	2nd	1st	Rev.
	1.00	1.325	2.008	3.382	4.283

Overall:	Top	3rd	2nd	1st	Rev.
	3.89	5.15	7.81	13.15	16.66

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 bottom bush and top ball-jointed 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—3.89. Wheels—Steel disc type, with chrome nave plates. Jacking—Mid-point side jacking. Suspension—Low periodicity, coil springs for independent suspension at front, with telescopic dampers, wide- semi-elliptic springs at rear, controlled by piston type dampers.

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CHASSIS SPECIFICATION—contd.

Brakes—Lockheed hydraulic, 9 in. \times 1 $\frac{1}{4}$ in. wide. Lining area, 121 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.

Steering—Worm and sleeve type. Optional right- or left-hand drive. Steering wheel 16 in. dia. (407 mm.), three-spoke, spring type.

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

GENERAL DIMENSIONS

32 ft. 0 in. (9.75 metres).

Wheelbase—7 ft. 4 in. (2,235 mm.). Track—Front—3 ft. 9 in. (1,143 mm.); Rear—3 ft. 9 $\frac{1}{2}$ in. (1,156 mm.). Ground clearance—6 in. Turning Circle—
Overall Dimensions: Length—11 ft. 9 in. (3,581 mm.). Width—4 ft. 7 $\frac{1}{2}$ in. (1,410 mm.). Height (unladen) Hood erect—4 ft. 3 $\frac{1}{4}$ in. (1,302 mm.); Top of screen—3 ft. 10 in. (1,168 mm.); Hood and screen removed—3 ft. 2 in. (965 mm.). Weight—Dry (excluding extra equipment)—14 cwt. (711 kg.). Complete—including tools, fuel, oil and water)—15 $\frac{3}{4}$ cwt. (775 kg.). Tyre size—5.50—15 in.

Capacities: Fuel Tank—12 galls. (54 $\frac{1}{2}$ litres). Engine—13 pints (7.5 litres). Gearbox—1 $\frac{1}{2}$ pints (0.8 litres). Rear Axle—1 $\frac{1}{2}$ pints (0.8 litres). Cooling System—14 pints (8 litres).

GENERAL EQUIPMENT

Driving mirror providing maximum view to rear. Headlamps, flush-fitting sealed unit. Pre-focus bulbs. Dip switch, foot operated. Parking lights, mounted on top of wings. Rear lamps, two tail and stop lamps, reversing and number-plate illumination light. Alternative—two tail lamps with winking direction indicators, combined number plate illuminator and brake light. Interior panel lights; remote switch on facia. Horns, twin windtone, concealed mounting. Carpets at front with thick felt underlay. Bonnet is hinged and fitted with locking device operated from inside car. A stay is provided for support when open. One piece bumpers of deep substantial design, with overriders at front and rear, chromium plated. Twin electric screen wipers, spare wheel and tyre. Tools with jack.

PERFORMANCE

The 2-litre engine of the Triumph Sports Car develops 75 b.h.p. at 4,500 r.p.m. giving a maximum speed of 90 m.p.h. Petrol consumption is 24 m.p.g.

Acceleration (two up)	Gear	Speed	Time
	Top	10-30 m.p.h. (16-48 km.p.h.)	8 $\frac{3}{4}$ secs.
	Top	30-50 m.p.h. (48-80 km.p.h.)	9 $\frac{1}{4}$ secs.
	Through gears	0-50 m.p.h. (0-80 km.p.h.)	11 $\frac{1}{2}$ secs.
		0-60 m.p.h. (0-96 km.p.h.)	15 $\frac{1}{2}$ secs.

THE TRIUMPH MOTOR CO. (1945) LTD.

A SUBSIDIARY OF

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