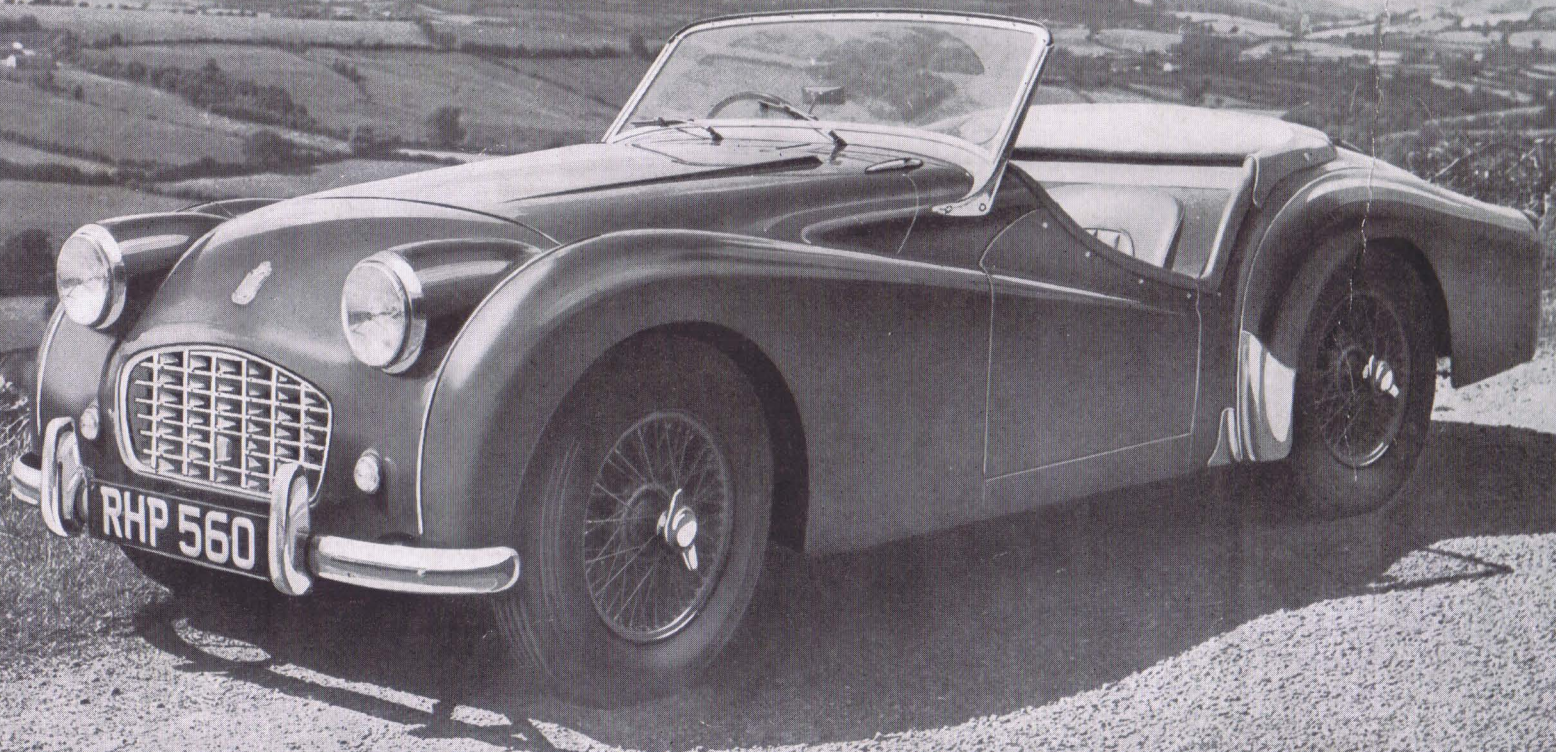


# THE TRIUMPH T.R.3 SPORTS



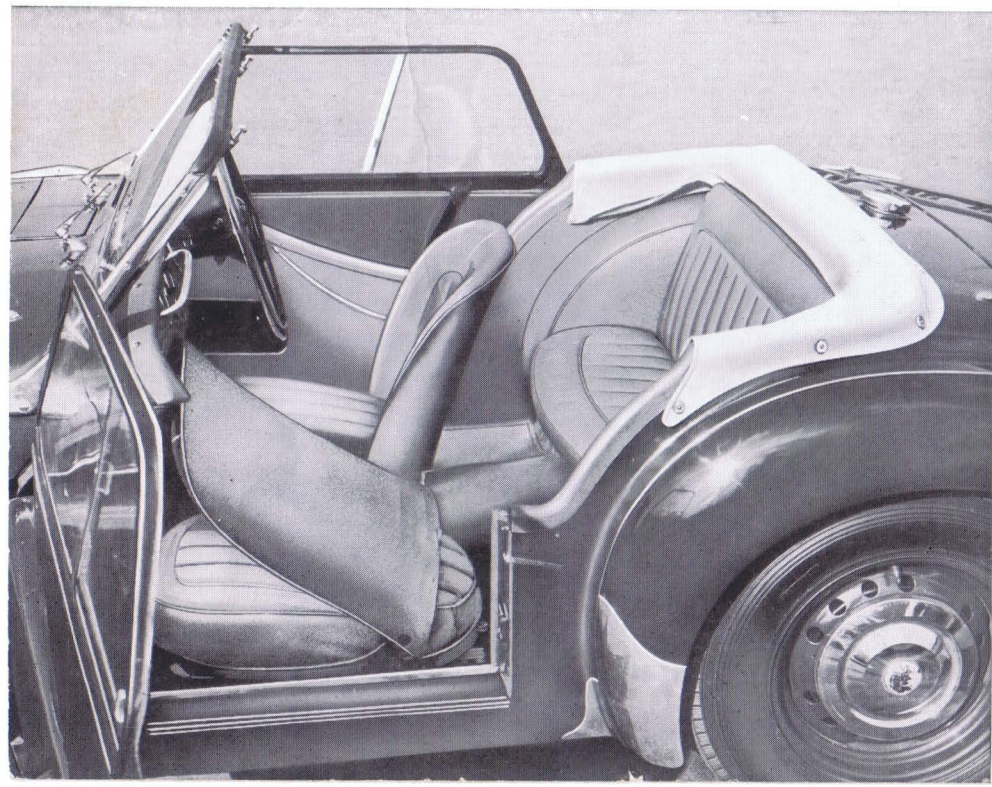


# Performance for the enthusiast

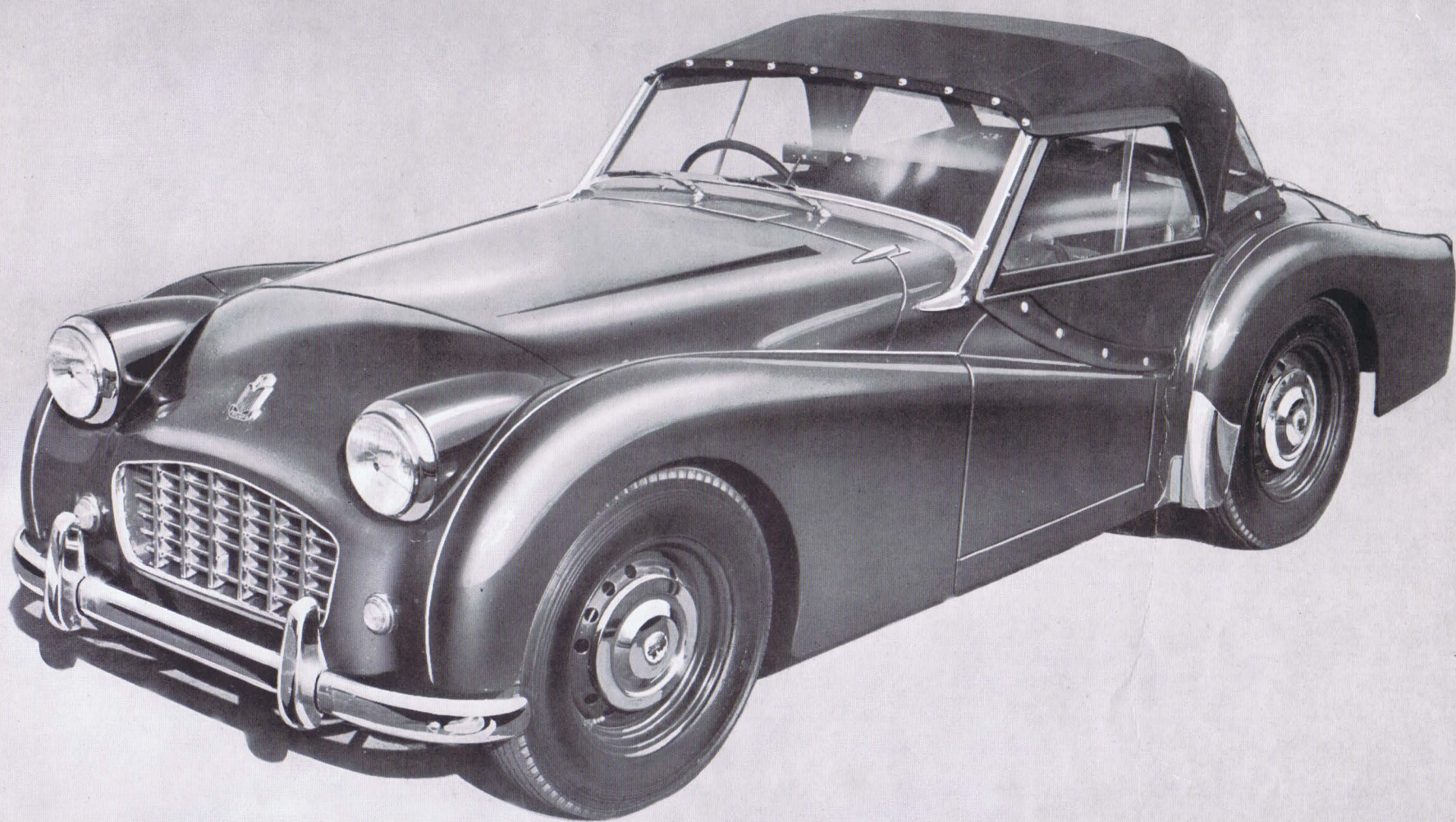
**T**HE Triumph Sports T.R.3 is the latest version of the famous T.R.2 which, during the last two seasons, has made such a name for itself in leading motoring events throughout the world. The T.R.3 has more power, developing 100 B.H.P., and includes many modifications which make it even better than its predecessors. There is also greater space behind the seats—sufficient to install, as an extra, a seat for occasional passengers. The back of the front passenger seat tips forward to give access to the rear.

For real versatility there's nothing to beat the Triumph Sports. Take it out on to the open road and feel the swift, surging power of the 2 litre engine—then you'll know what inspired motoring really is. Yet, how easy it is to manoeuvre in city traffic; how quickly off the mark; how reassuring the smooth, instant response of the Lockheed hydraulic brakes; and then in the gruelling, back-breaking competition courses, what verve and staying power. Yes, the Triumph Sports T.R.3 has all that motoring enthusiasts need.

The Triumph T.R.3 has been designed for comfort as well as really outstanding performance. Instruments, for instance, are neatly grouped in front of the driver; the screen is easily detachable and provides first-class protection without promoting dazzle. Facing the passenger is a glove locker and each door has a pocket. The seats, of the adjustable bucket type, are roomy and comfortable, while the floor is carpeted and the remote gear-lever is conveniently placed, enabling rapid gear changes to be made. There is a luggage boot in addition to the space behind the seats, while beneath, the spare wheel is located in a compartment of its own. Hood and side screens will keep driver and passenger snug and dry. A Hard Top model is available for those who wish to combine the above attractions with the snug comfort of a smart modern coupé. The all round visibility of this model makes it an ideal sports car for all weather motoring. The hard top is easily removed if the car is required for open-air motoring. The detachable side screens have sliding windows and with the scuttle ventilator air-conditioning can be adjusted to a nicety. Thus, for the motorist who wants a car for touring or sport the Triumph T.R.3 is the ideal choice.





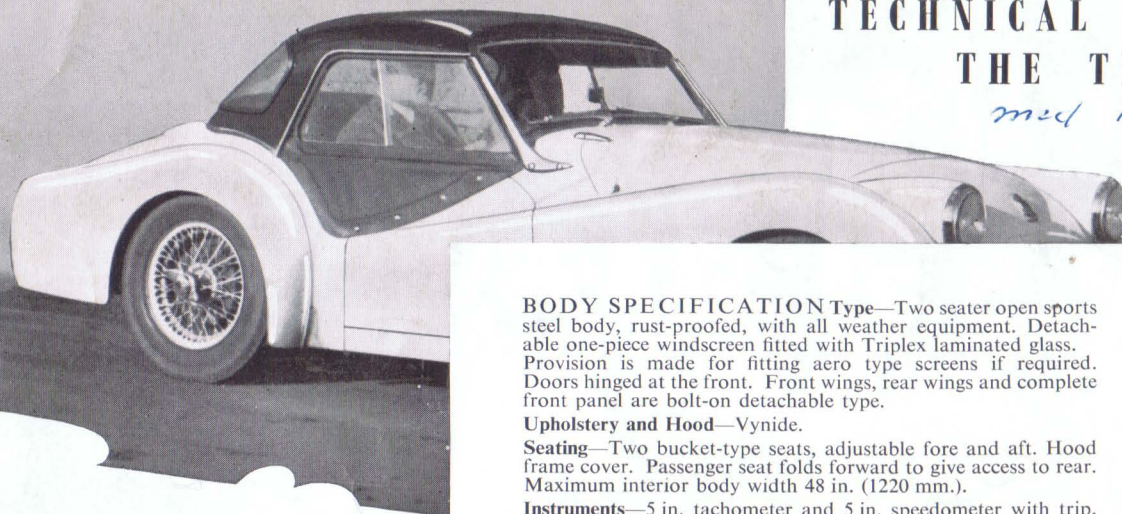


**The open road, in city traffic, in competition**



# TECHNICAL SPECIFICATION OF THE TRIUMPH T.R.3

*med Hardtop*



**BODY SPECIFICATION** Type—Two seater open sports steel body, rust-proofed, with all weather equipment. Detachable one-piece windscreen fitted with Triplex laminated glass. Provision is made for fitting aero type screens if required. Doors hinged at the front. Front wings, rear wings and complete front panel are bolt-on detachable type.

**Upholstery and Hood**—Vynide.

**Seating**—Two bucket-type seats, adjustable fore and aft. Hood frame cover. Passenger seat folds forward to give access to rear. Maximum interior body width 48 in. (1220 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, direction indicator and headlamp high beam warning lights.

**Controls**—Buttons for starter, carburettor choke, windscreen wipers, scuttle ventilator, 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.

## PERFORMANCE

Engine ...	Maximum b.h.p. 100 at 5,000 r.p.m. Maximum torque 1,410 lb. in. at 3,000 r.p.m. Equivalent to 145 lb./sq. in. B.M.E.P.
Piston speed ...	2,850 ft./min. at 4,800 r.p.m. (This is equivalent to 100 m.p.h. in top gear).
Maximum Speeds (Touring trim)	Gear Top M.P.H. 110 Km.P.H. 177
Consumption: Petrol (high speed touring)	26-32 m.p.g. (10.87-8.83 litres per 100 km.).
Oil ...	3,000 m.p.g. (1,100 km. per litre).
Braking ...	30 m.p.h. (48 km.p.h.): Stopping distance, 30 ft. (9 metres).
Acceleration (Two up)	Gear Top Speed Time 20-40 m.p.h. 9 secs. (32-64 km.p.h.) 9 secs. 30-50 m.p.h. 9 secs. (48-80 km.p.h.) 8 secs. 0-50 m.p.h. 12 secs. (0-80 km.p.h.) 12 secs. 0-60 m.p.h. 12 secs. (0-96 km.p.h.) 18 secs.
Through gears	
Standing ¼ mile	

**CHASSIS SPECIFICATION** Engine—Four cylinders. Bore—83 mm. (3.268 in.). Stroke—92 mm. (3.622 in.). Capacity—1,991 c.c. (121.5 cu. in.) 2 litre. B.H.P. 100 at 5,000 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. 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., four blades. **Fuel System**—12 gall. (54.5 litre) tank. Petrol pump—mechanical. Twin carburettors.

**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 105. 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.

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
O/drive, if fitted:	3.03	4.02	6.07	

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

**Suspension**—(Front)—Low periodicity independent suspension system with wishbone shackles top and bottom. Patented bottom bush and top ball jointed wheel swivels. Coil springs controlled by telescopic dampers. Taper roller hub bearings. (Rear)—Wide semi-elliptic springs controlled by piston type dampers.

**Wheels**—Steel disc type, with-chrome nave plates.

**Jacking**—Mid-point side jacking.

**Brakes**—Lockheed hydraulic, front and rear 10 in. × 2½ in.—total lining area, 175 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.

## 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

## Extras

The following extras, if required, should be specified when the car is ordered.

**Optional Extras**—Electrically operated over-drive, 0.82 ratio, operating on 2nd, 3rd and top gears. Heater. Radio. Rear shock absorbers, competition type. Road speed tyres. Front road springs, competition type. Telescopic steering. Knock-on type wire wheels. Leather upholstery. Fabric tonneau cover. Occasional passenger seat.