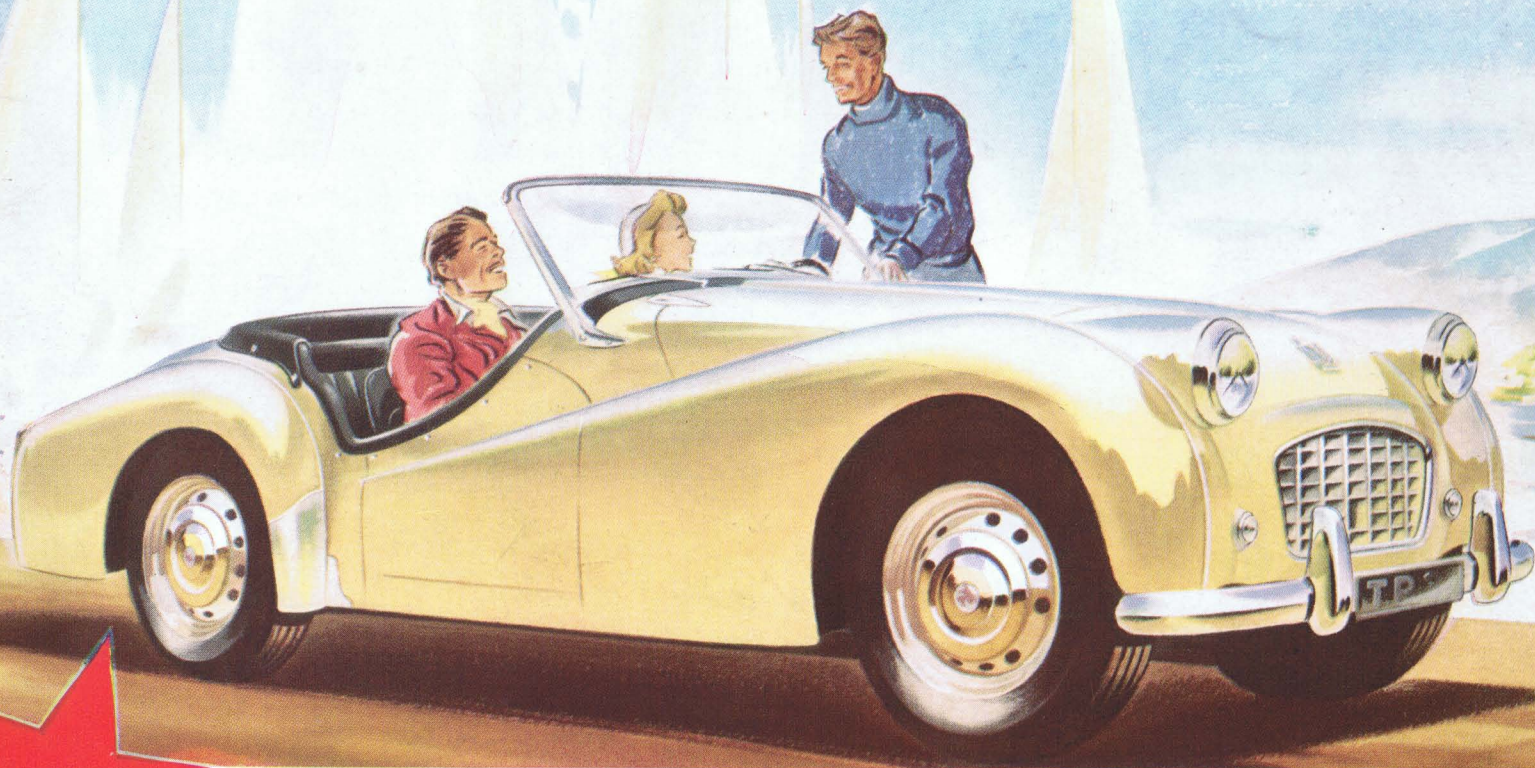


The Triumph T.R.3 Sports



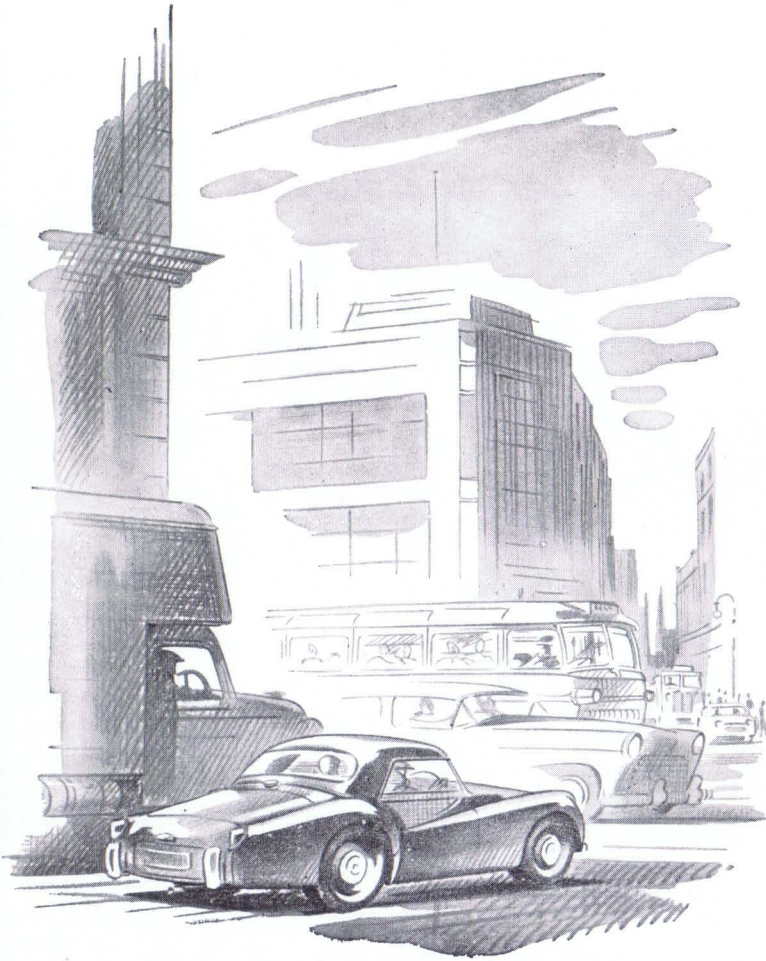
1957

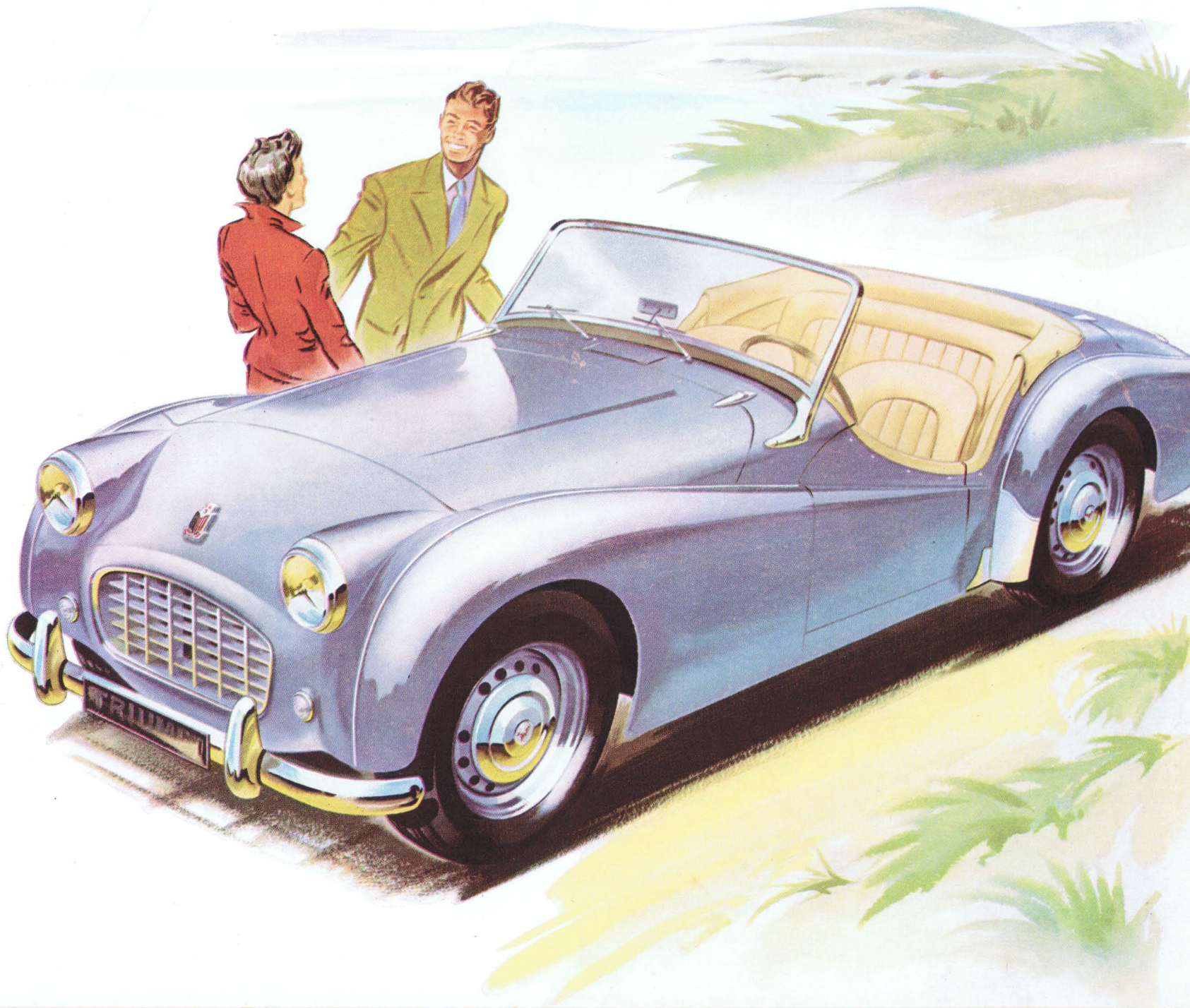
*this famous 100 m.p.h.-100 b.h.p. sports car is now fitted with Disc Brakes*

# *At home on the open road or in city traffic*

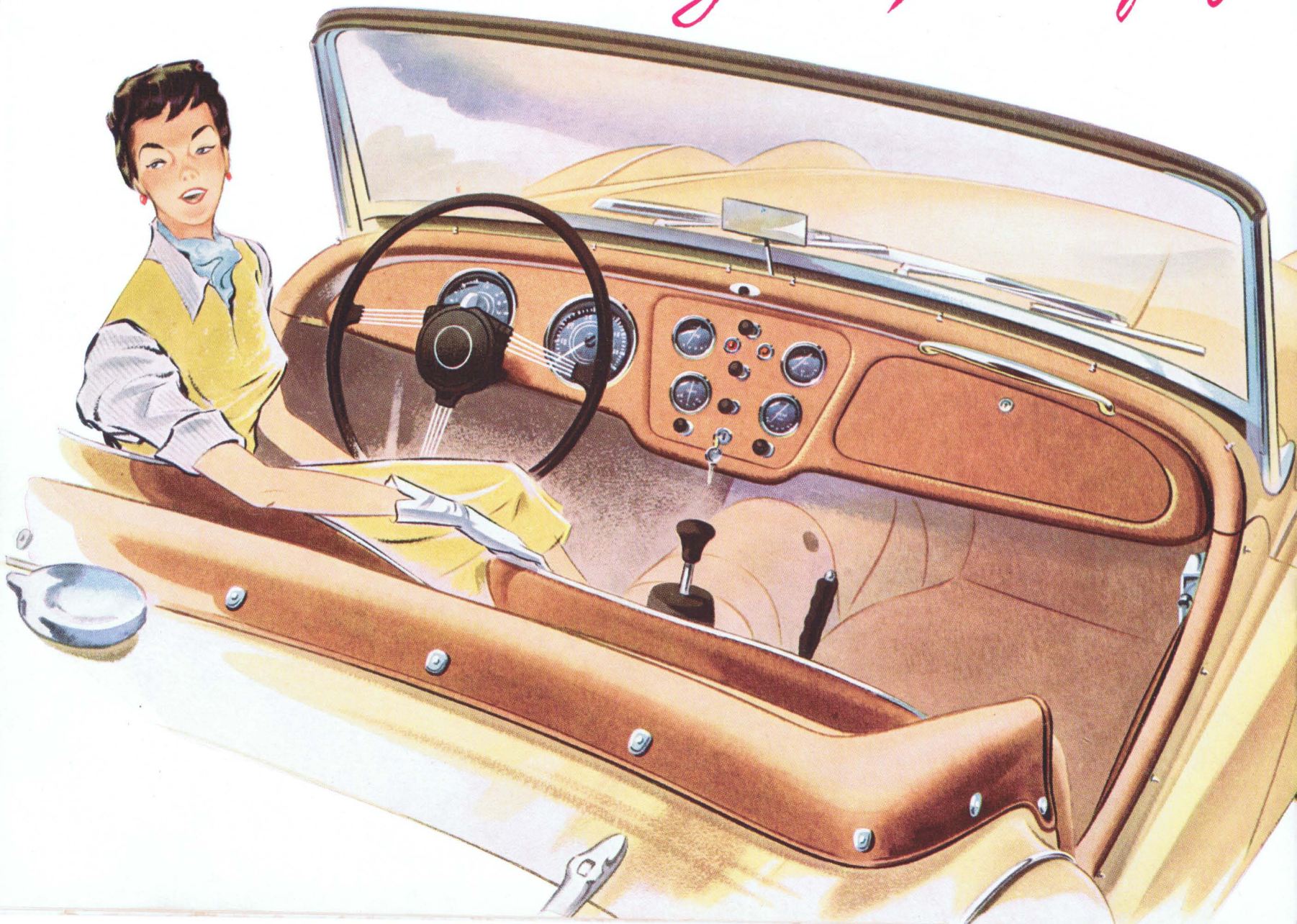
For real versatility there is nothing to beat the Triumph T.R.3. Take this exciting sports car on to the open road and feel the swift, surging power and punch of its 2 litre engine—then you'll know what inspired motoring really is! In the gruelling, back-breaking competition courses, what verve and staying power . . . . Yet, when it comes to the less exacting, but no less important matter of shopping in town, touring or visiting friends, or those hundred and one odd jobs, how easily the Triumph T.R.3 will fulfil this role—so manoeuvrable in city traffic, so quick off the mark, so reassuring the smooth and progressive efficiency of the new Girling hydraulic disc type brakes . . . . And with its 26/32 miles to gallon fuel consumption, what amazing economy . . . . Yes, the Triumph T.R.3 has all that will fulfil your daily need and match your every mood.

*For the competition enthusiast also there is a model approved by the F.I.A. for entry in Grand Touring Series Production Classes of International Competitions. These models have non-detachable sliding side screens and modified door locks with outside handles which can be fitted as an extra service charge. In the case of cars ordered with an overdrive, a special rear-axle ratio of 4:1 can be supplied without extra charge.*

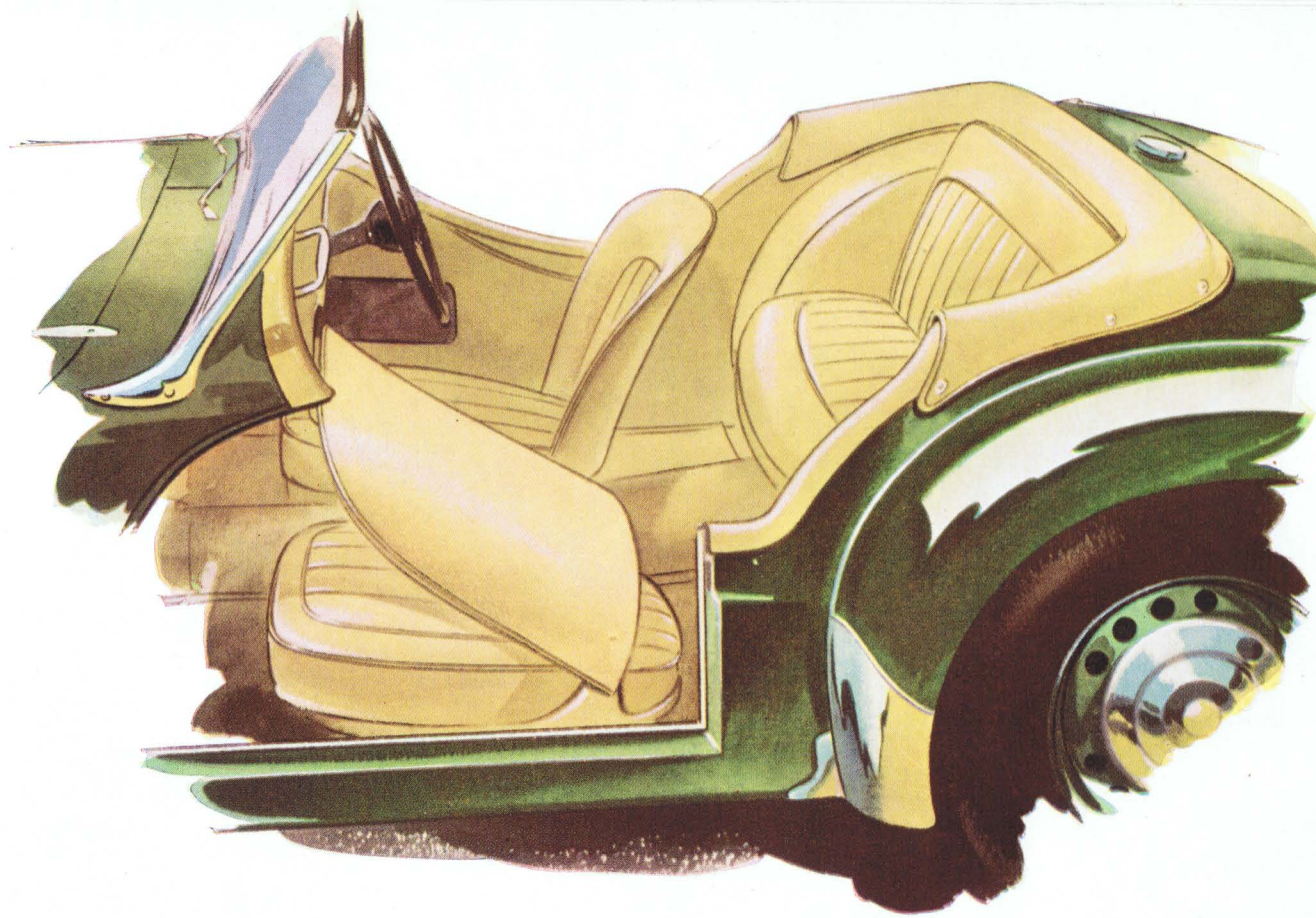




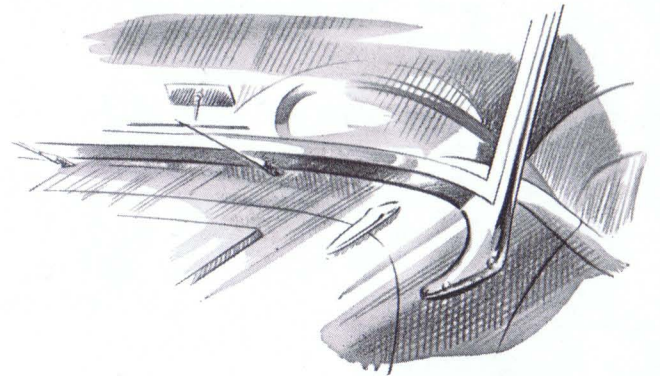
*Designed for comfort*

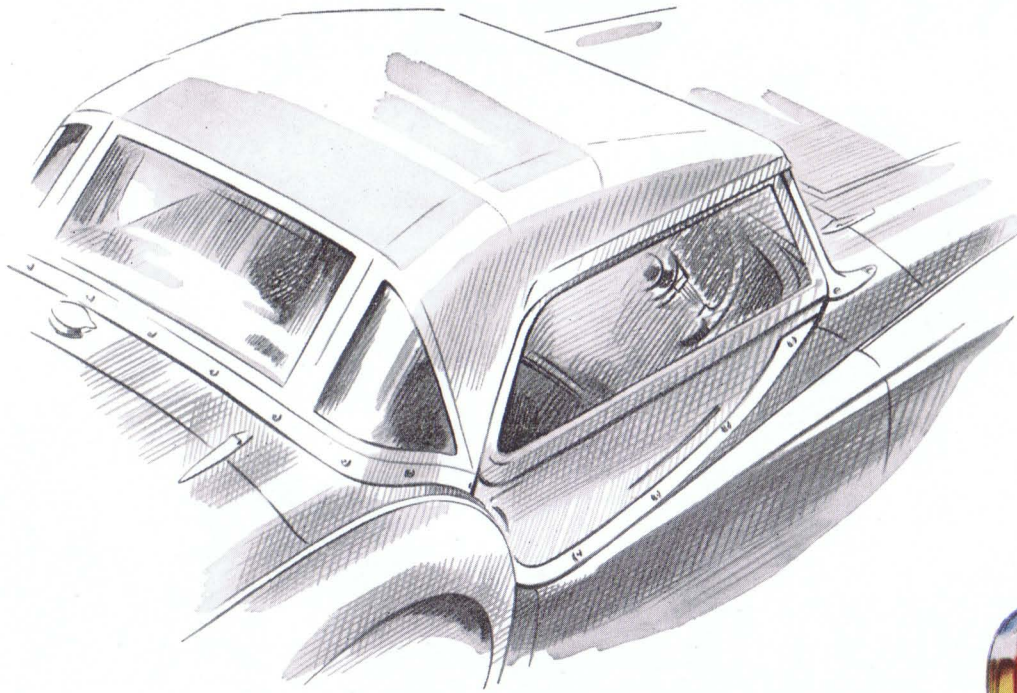


An occasional seat  
may be fitted as an  
optional extra.



The Triumph T.R.3 has been designed for real comfort as well as an outstanding performance. For example, instruments are neatly grouped in front of the driver; there is an easily detachable screen; facing the passenger is a useful locker for small parcels and a grab handle on the fascia; seats are of the adjustable bucket type; the back of the passenger seat folds forward for easy access to the space at rear; the floor is carpeted; the remote gear lever is conveniently placed, enabling rapid gear changes to be made. The scuttle air intake enables ventilation to be adjusted to a nicety.



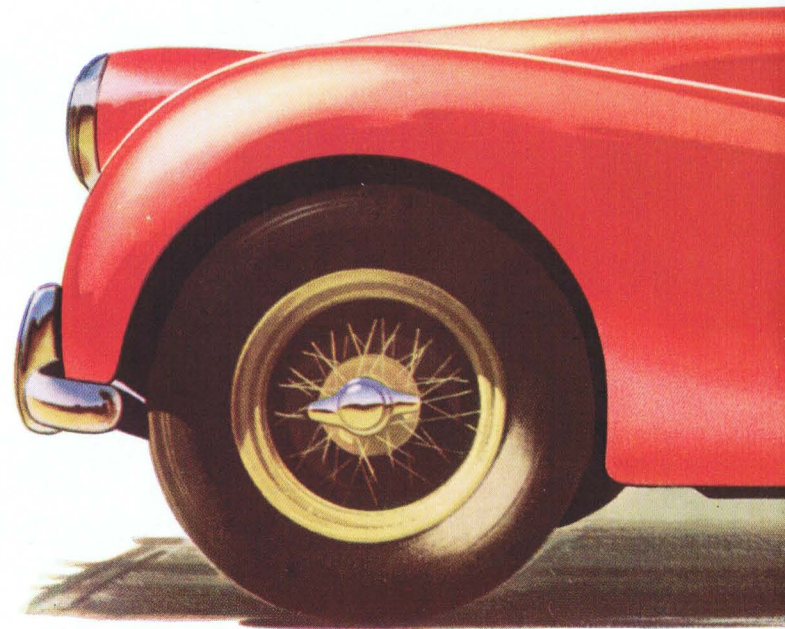


*Ideal for all wea*

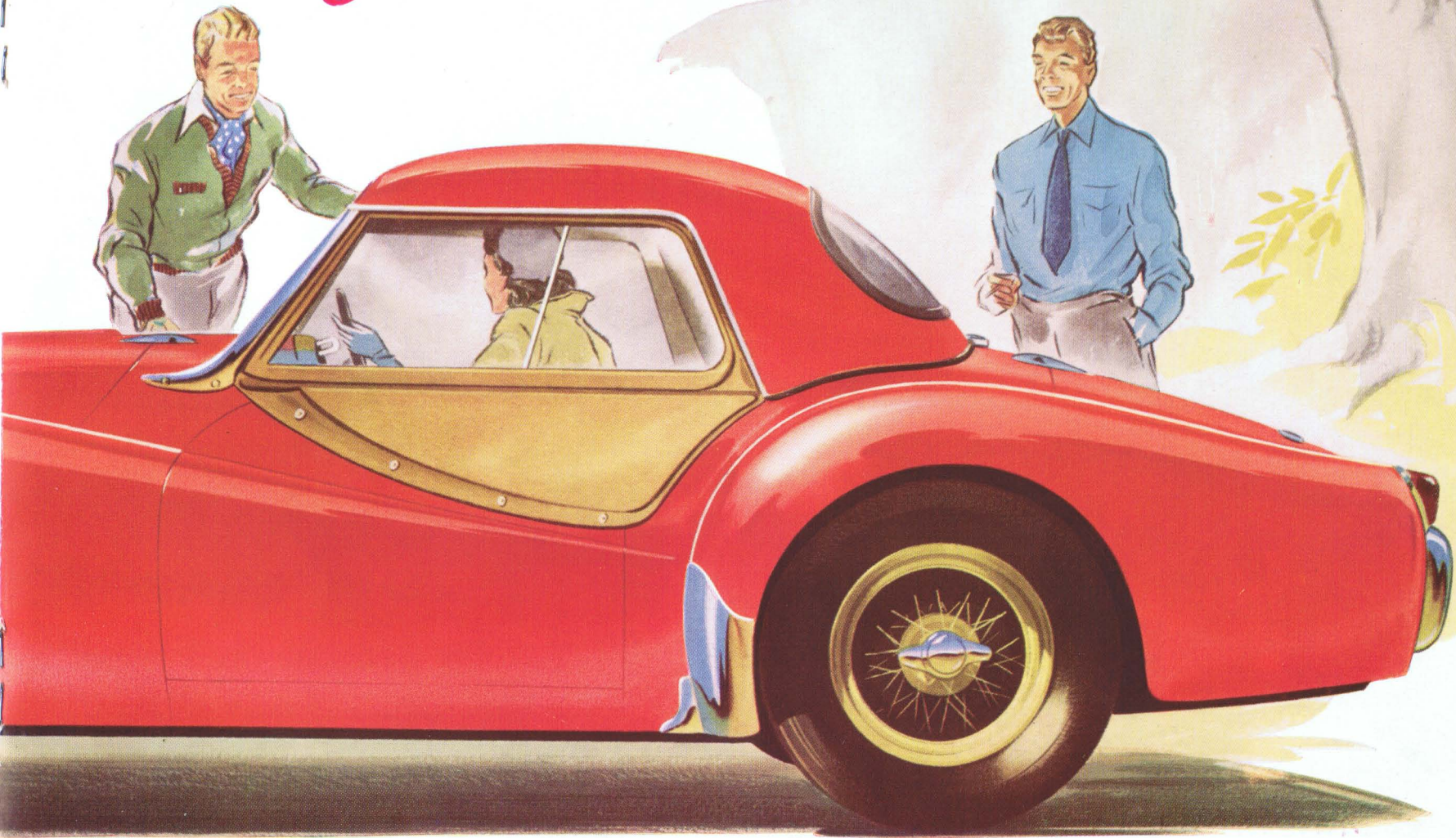
A hard top model is also available for those who wish to combine the attractions of speed with the elegance of a smart modern coupe. The hard top is readily detachable.

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 sidescreens which preserve that allround visibility so essential for the driver.

There is an unusually large rear luggage trunk, which enables the T.R.3 owner to use the car for touring purposes. The spare wheel is stowed underneath in a separate compartment.

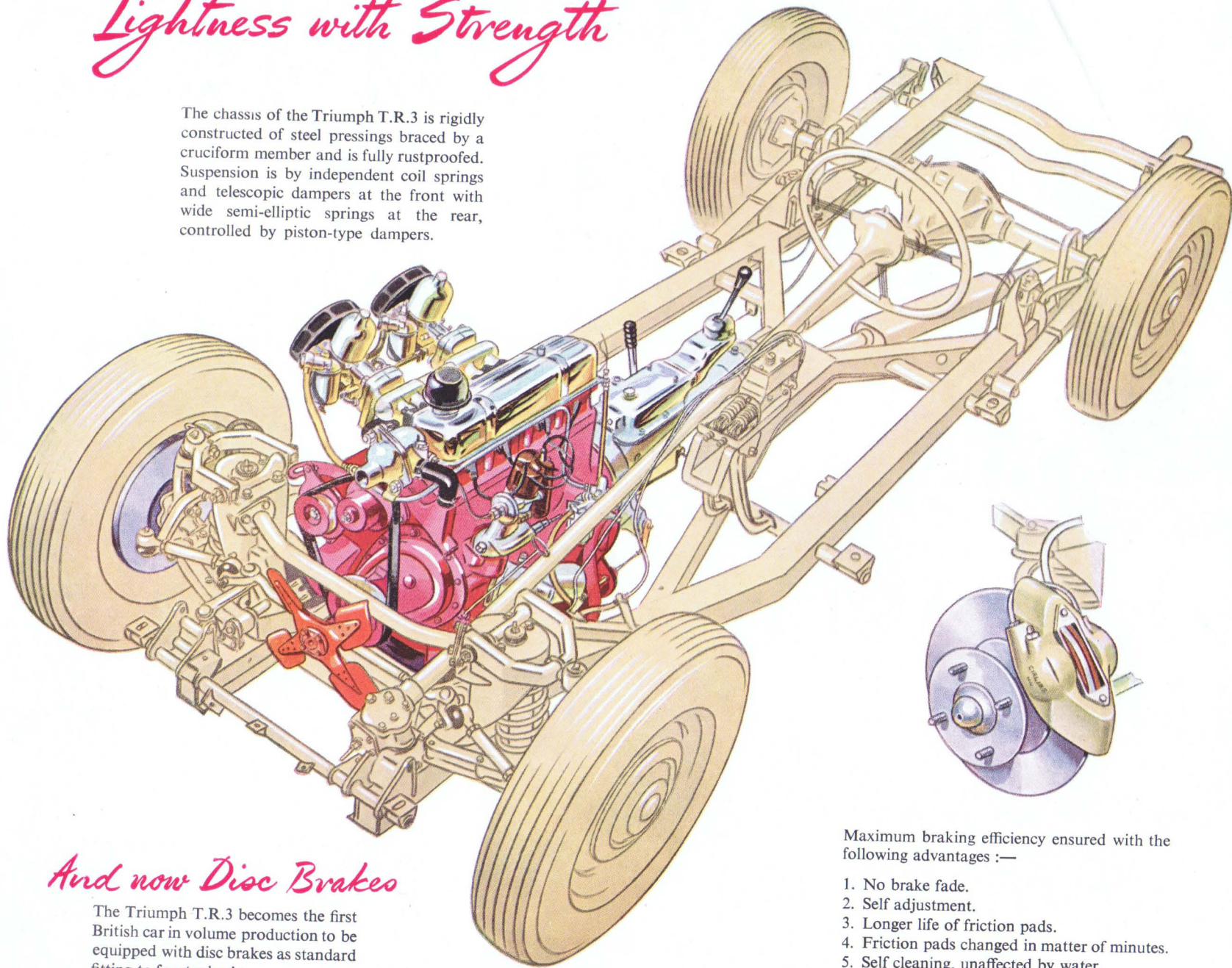


*their motoring*



# *Lightness with Strength*

The chassis of the Triumph T.R.3 is rigidly constructed of steel pressings braced by a cruciform 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.



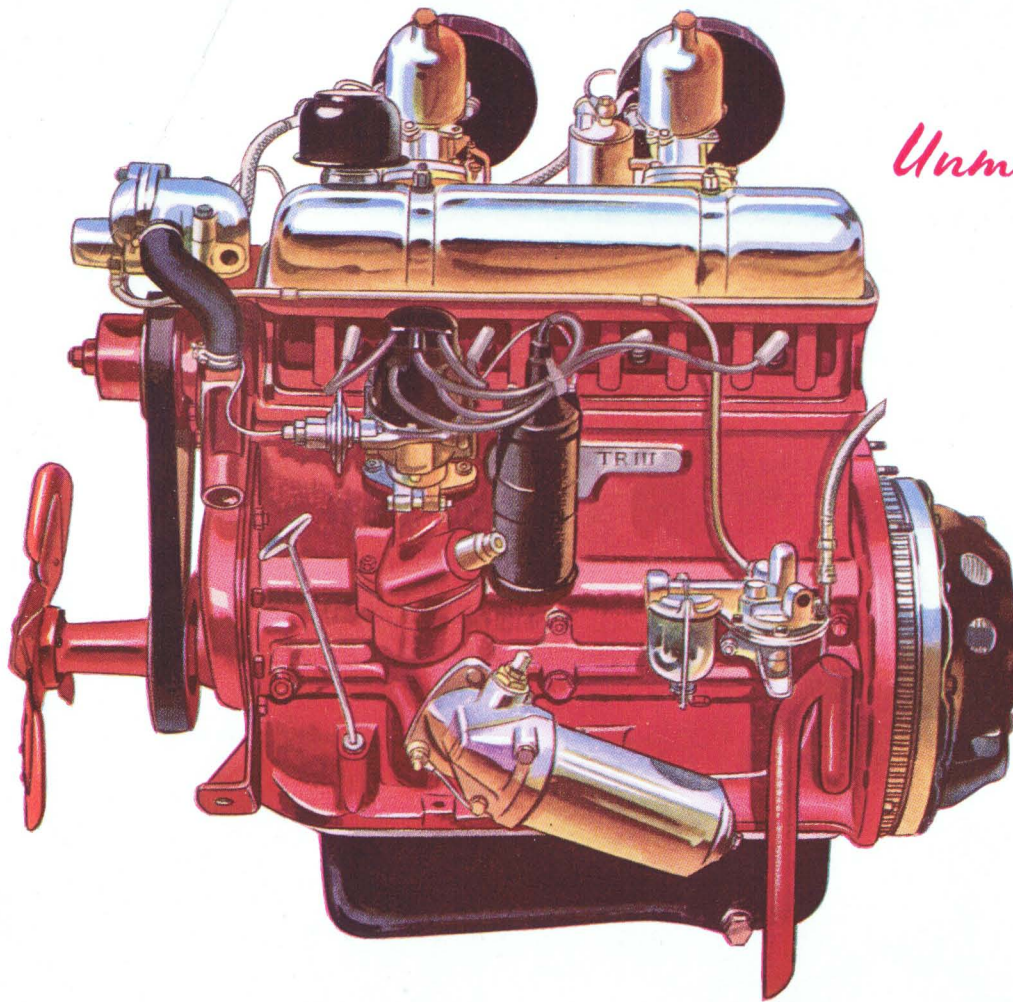
## *And now Disc Brakes*

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 cleaning, unaffected by water.





## *Unmatched Performance*

The T.R.3 engine is a four cylinder overhead valve unit of 1991 c.c. with modern manifold design and fitted with twin S.U. H 6 carburettors. The compression ratio is 8.5—1 and this remarkable power unit develops 100 B.H.P. at 5,000 R.P.M. It has a four-speed gearbox with synchromesh on 2nd, 3rd and top. The car has a speed of over 100 m.p.h. in touring trim, yet its fuel consumption is 26/32 miles per gallon (11—9 litres per 100 km.). A Triumph Sports Model reached a speed of 124 m.p.h. on the Belgian Jabbeke Highway in racing trim, and this has been followed by successes in competitions all over the world, including an overwhelming victory in the Alpine Rally 1956, in the 2,000 c.c. class.

### IN BELGIUM

- 1953. Jabbeke Highway, 124 m.p.h. in speed trim.
- 1956. Les Douze Heures de Nivelles 2,000 c.c. class, 1st and 2nd.

### IN IRELAND

- 1954. 21st R.A.C. International T.T. Team Award.
- 1955. Circuit of Ireland Trial 1st, 2nd, 3rd and Team Award.
- 1956. Circuit of Ireland Trial 1st, 2nd and 3rd.

### IN THE ALPINE RALLY

- 1954. Team Award. 2,000 c.c. class, 2nd, 3rd and 4th.
- 1956. Team Award. 2,000 c.c. class, 1st, 2nd, 3rd, 4th and 5th. 5 Alpine Cups.

### IN THE U.S.A.

- 1954. Lockbourne Races, Ohio. 1st, 2nd and 3rd in 150 mile race.  
1st, 2nd and 3rd in 50 mile race.
- 1957. Sebring—1st and 2nd, class 8. Finished ahead of every single imported car in the Grand Touring classification.

### IN SOUTH AMERICA

- 1954. El Autodromo de Maracay, Venezuela. 1st. Sports cars up to 2,600 c.c.; Gran Premion Alcadia de Bogota, Colombia.  
General classification 2nd; High Speed Race, Guatemala City, 1st.

### IN THE R.A.C. RALLY

- 1954. General classification 1st and 2nd. Sports car class 1st, 2nd and 3rd. Ladies award.  
Team Award 2nd and 3rd.
- 1955. Sports car class 1st.  
General classification 2nd.

### AT LE MANS

- 1954. 24-hour race. Competing against International type racing cars a privately entered Triumph Sports car averaged 74.71 m.p.h. for 24 hours, with a fuel consumption of 34.7 miles to the gallon.
- 1955. A works entered team of three Triumph Sports all completed the course, the two leaders averaging almost 85 m.p.h. for the 24 hours.

### IN GERMANY

- 1956. Rally Trifels 2,000 c.c. class, 1st, 2nd and 3rd.

# Specification of the

**BODY SPECIFICATION** Type—Two seater open sports steel body, rust-proofed, with all weather equipment. Detachable one-piece wind-screen 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 Folding Top**—Vynide.

**Seating**—Two bucket-type seats, adjustable fore and aft. Passenger seat squab folds forward to give access to rear.

**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, 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**—Space behind seats and in luggage trunk. Enclosed glove compartment in fascia panel with lock. Spare wheel housed in separate compartment below luggage trunk floor with locked panel.

**Locks**—Dovetail, anti-rattle type lock on each door.

## GENERAL DIMENSIONS

Wheelbase ... ..	7 ft. 4 in.	2,240 mm.
<b>Track:</b>		
Front ... ..	3 ft. 9 in.	1,130 mm.
Rear ... ..	3 ft. 9½ in.	1,160 mm.
<b>Ground Clearance</b> ...	6 in.	152 mm.
<b>Turning Circle</b> ...	34 ft.	10.35 metres.
<b>Overall Dimensions:</b>		
Length ... ..	12 ft. 7 in.	3,840 mm.
Width ... ..	4 ft. 7½ in.	1,410 mm.
<b>Height (unladen):</b>		
Top erect ... ..	4 ft. 2 in.	1,270 mm.
Top of screen ...	3 ft. 10 in.	1,170 mm.
Top folded and screen removed	3 ft. 4 in.	1,020 mm.
<b>Interior Dimensions:</b>	Ins.	Mm.
Seat width (effective) ... ..	45	1,140
Seat height ... ..	8	210
Seat depth ... ..	18	460
Head room ... ..	35½	900
Steering wheel clearance from seat cushion ... ..	6½	165
Steering wheel clearance from seat squab ... ..	Min. 9½	240
	Max. 18½	470
Squab to clutch pedal ... ..	Min. 35	890
	Max. 42½	1,080
Maximum interior width (at floor) ... ..	48	1,220
Maximum interior height ... ..	39½	1,000
Width of door at waist ... ..	28	710

<b>Luggage Space:</b>			
Behind seats ...	Height		
	(front)	23 in.	580 mm.
	(rear)	13½ in.	340 mm.
	Length		
	(maximum)	20 in.	510 mm.
	(minimum)	15 in.	380 mm.
	Width	34½ in.	875 mm.

<b>Luggage Trunk:</b>			
Size of opening			
	Width	41 in.	1,040 mm.
	Length	18 in.	460 mm.
Internal dimensions			
	Length (Max.)	26½ in.	680 mm.
	Width (Max.)	45 in.	1,140 mm.
	Height at opening		
	(front)	14½ in.	370 mm.
	(rear)	7 in.	180 mm.

<b>Weight (Touring trim)</b>		
Dry (excluding extra equipment) ...	18 cwt.	900 kg.
Complete (including tools, fuel, oil and water) ... ..	19 cwt.	970 kg.

<b>Tyres:</b>	
Size ... ..	5.50—15 in.

<b>Capacities:</b>		
Fuel tank ... ..	12 galls.	54.5 litres.
Engine sump ... ..	11 pints	6.25 litres.
Gearbox ... ..	1½ pints	0.85 litre.
Rear axle ... ..	1½ pints	0.85 litre.
Cooling system ...	14 pints	8 litres.

# Triumph T.R.3

**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. Circulation—pump. Drive—Vee belt. Fan—12½ in., four blades. Buoyant power flexible mounting for engine and gearbox unit.

**Fuel System**—12 gall. (54.5 litre) tank. Fuel pump—mechanical. Twin carburettors.

**Lubrication**—Pump submerged in sump, gauze filter; oil cleaner—fullflow type, replaceable cartridge.

**Ignition**—Coil, centrifugal and vacuum controlled automatic advance. Plugs—Champion, Type L 10.S. Dynamo—Ventilated type.

**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	4.35
Overall:	Top	3rd	2nd	1st	Rev.
	3.7	4.9	7.4	12.5	16.1
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)—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**—Hydraulic. Front: caliper disc type. Rear: Alloy cast iron brake drums incorporating leading and trailing shoes.

Foot brake operates 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.

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	M.P.H.	Km.P.H.
	Top	110	177
<b>Consumption:</b>			
Fuel (high speed touring)	26-32 m.p.g. (11-9 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).		
<b>Acceleration</b>			
(Two up) ...	Gear	Speed	Time
	Top	20-40 m.p.h.	9 secs.
		(32-64 km.p.h.)	
		30-50 m.p.h.	9 secs.
		(48-80 km.p.h.)	
Through gears		0-50 m.p.h.	8 secs.
		(0-80 km.p.h.)	
		0-60 m.p.h.	12 secs.
		(0-96 km.p.h.)	
Standing ¼ mile			18 secs.

## OPTIONAL ITEMS AT EXTRA COST

Hard Top instead of Fabric Top.  
Folding Top for use as alternative to Hard Top.  
Aero Screens.  
Overdrive ... Electrical control on 2nd, 3rd and top (0.82 ratio, overall ratios 3.03, 4.02, 6.07).  
Short Front Undershield.  
Wire Wheels and Hubs. Knock-on type.  
Rear Wing Spats.  
Leather Upholstery.  
Tonneau Cover ... Fabric.  
Heater.  
Telescopic Steering Wheel.  
Dunlop Road Speed or Michelin X Tyres.  
Trafalgar Windscreen Washer.  
Cast Aluminium Engine Sump.  
Radio.  
Two-speed Screen Wipers.  
Competition Front Springs.  
Competition Dampers (Front and rear).  
Fitted Suitcase for Luggage trunk.  
Occasional passengers rear seat.

## 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.

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**Luggage Accommodation**—Space behind seats and in luggage trunk. Enclosed glove compartment in fascia panel with lock. Spare wheel housed in separate compartment below luggage trunk floor with locked panel.

**Locks**—Dovetail, anti-rattle type lock on each door.

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Wheelbase ... ..	7 ft. 4 in.	2,240 mm.
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<b>Ground Clearance</b> ...	6 in.	152 mm.
<b>Turning Circle</b> ...	34 ft.	10.35 metres.
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Seat depth ... ..	18	460
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Steering wheel clearance from seat squab ... ..	Min. 9½	240
	Max. 18½	470
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Rear axle ... ..	1½ pints	0.85 litre.
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TRIUMPH MOTOR COMPANY (1945) LIMITED

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