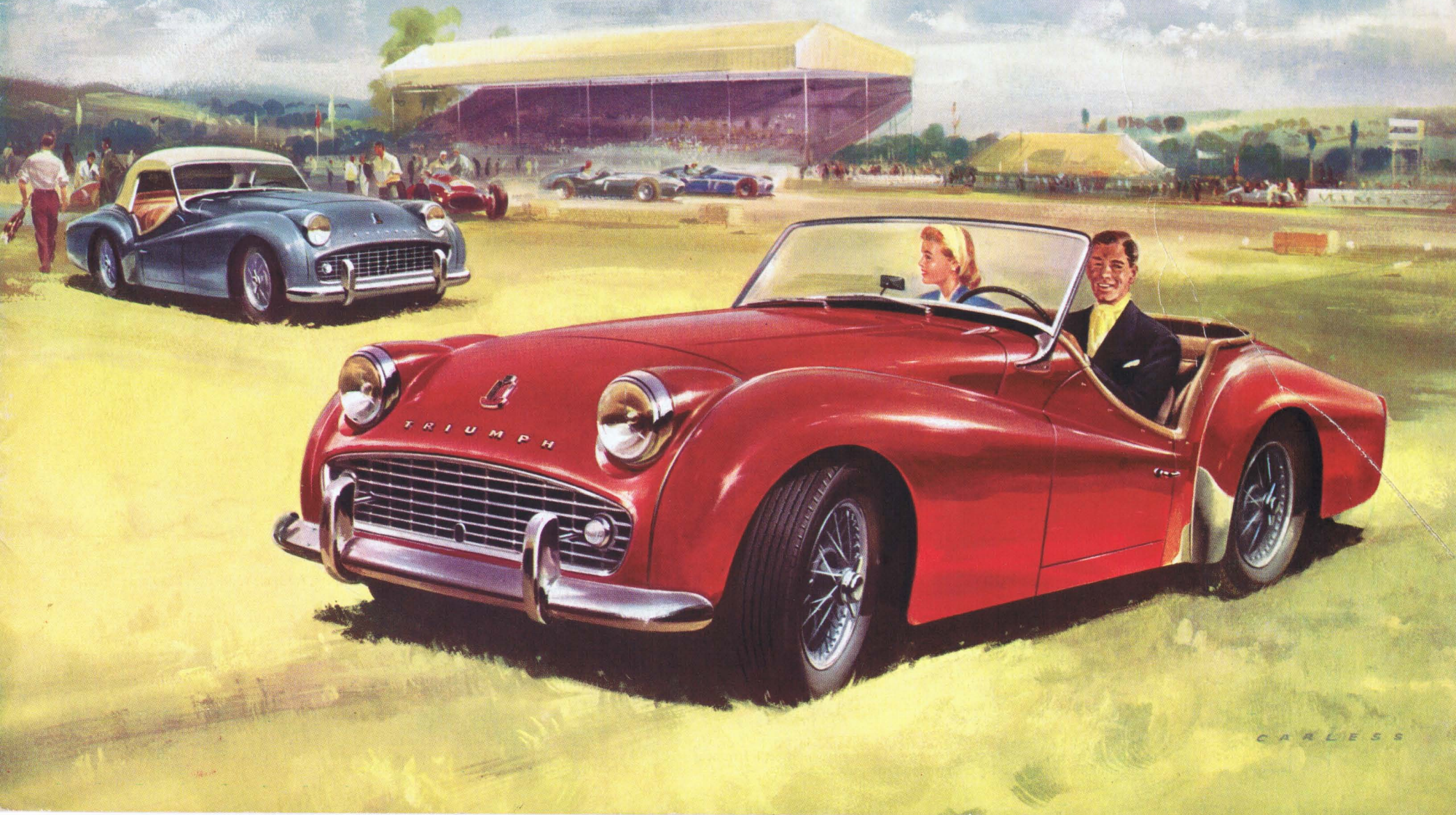


Triumph



T.R.3 Sports

1958



CARLESS

Volger Christensen, Spideborg pr. Allinobros.



110 m.p.h.
(177 km.p.h.)

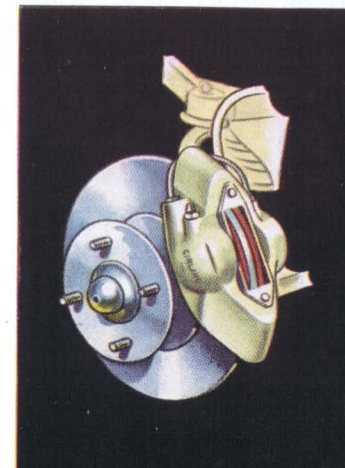
and the safety of disc brakes

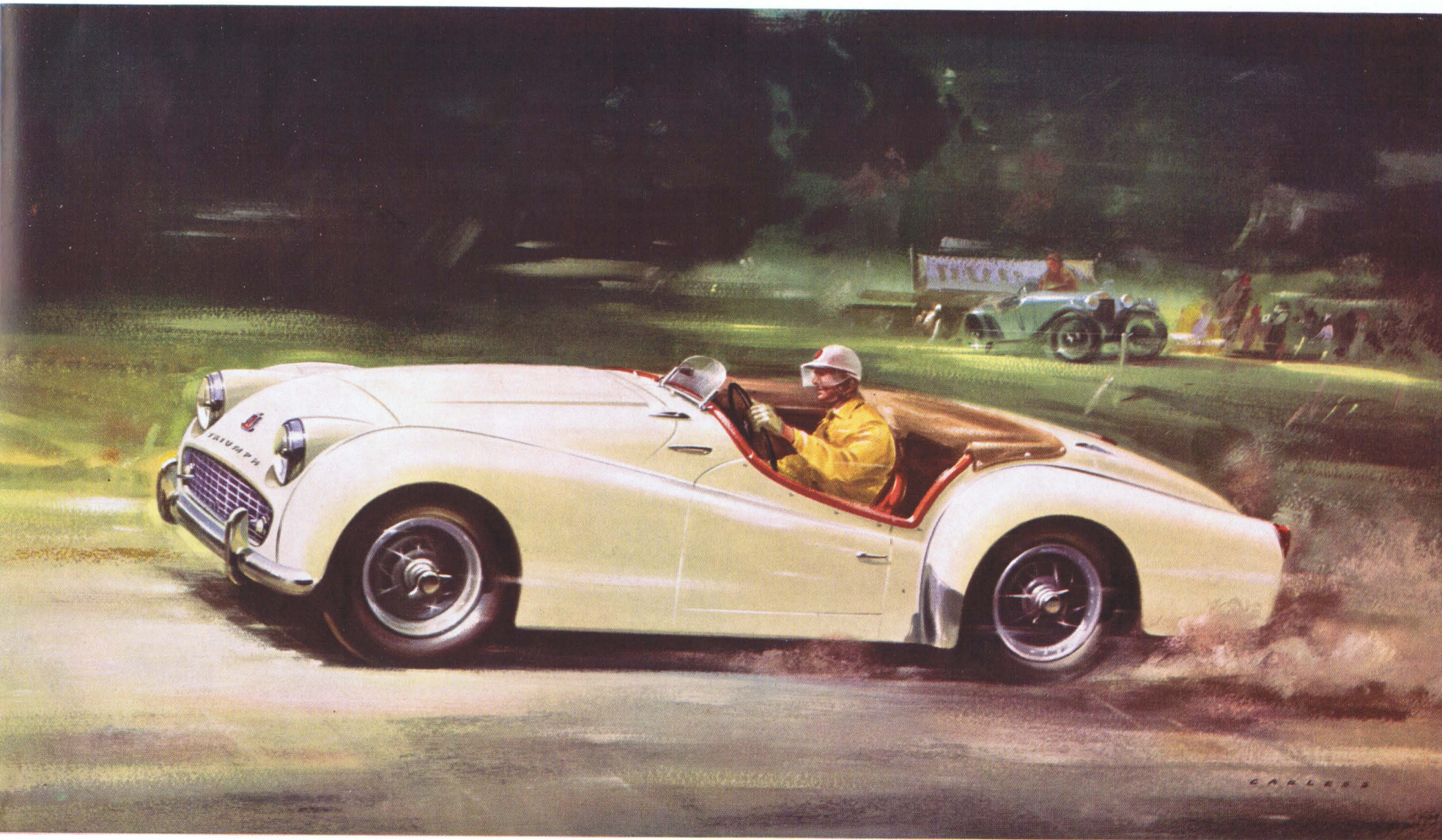
Speed and Safety. These are the merits which distinguish the Triumph T.R.3. Engineered for fast, safe driving yet convenient for travel in rush hour traffic. Proven by its outstanding success in competitive events throughout the world. Rapid acceleration; a top speed of 100 m.p.h. (161 km.p.h.) or more and disc brakes to ensure a sure even stop. Form-hugging seating and firm but comfortable suspension allow for relaxed driving no matter what the road conditions. Drive with speed. Drive with safety. Drive the Triumph T.R.3.

DISC BRAKES

Girling disc brakes are standard equipment on the front wheels of the Triumph T.R.3. They grip firmly and evenly under all weather conditions. Other advantages are:

1. No brake fade
2. Unaffected by water
3. Self cleaning
4. Self adjusting
5. Longer life friction pads
6. Friction pads renewed in matter of minutes



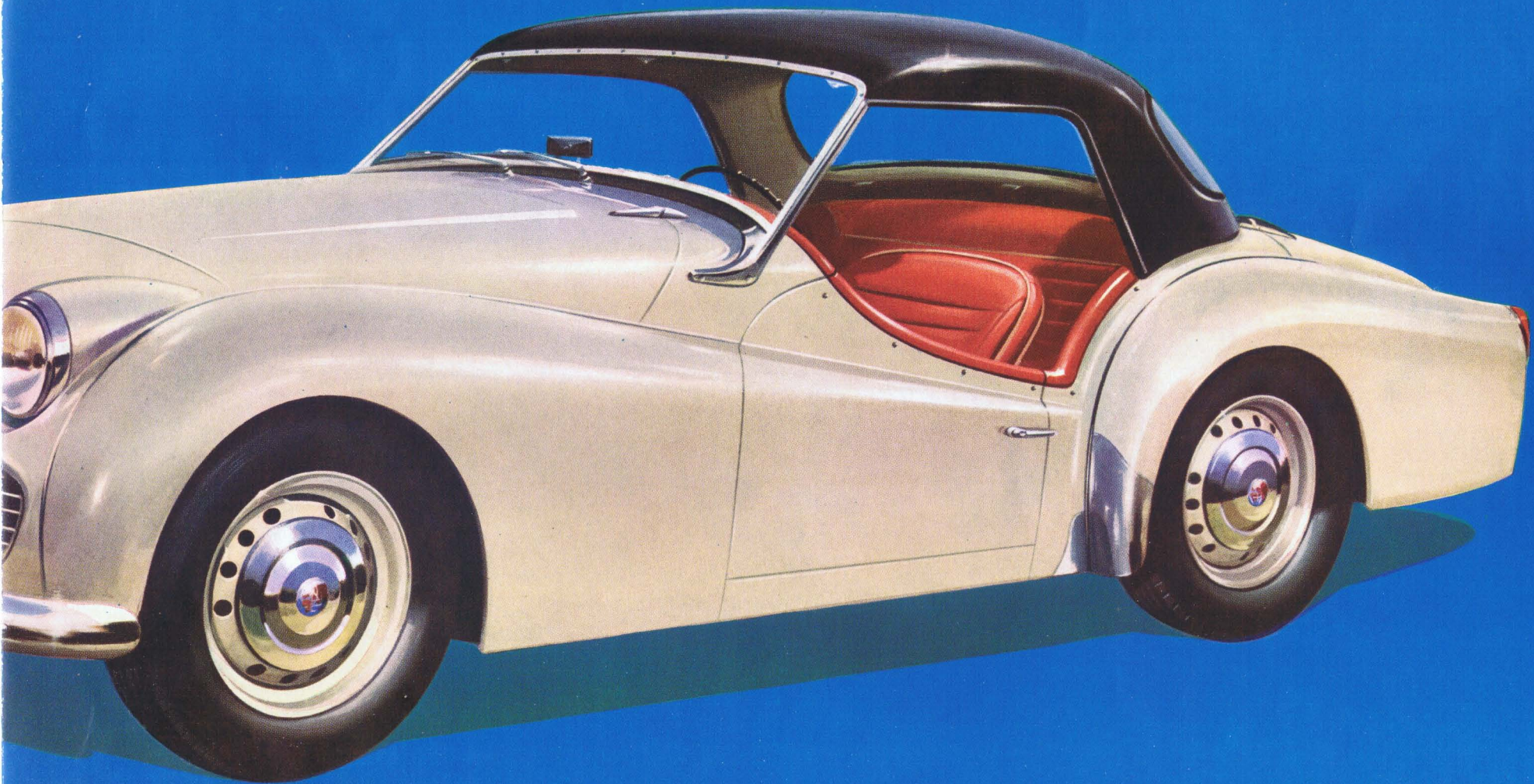


• • • in Competition Trim

The ideal sports car for all-weather motoring



TRIUMPH SPORTS

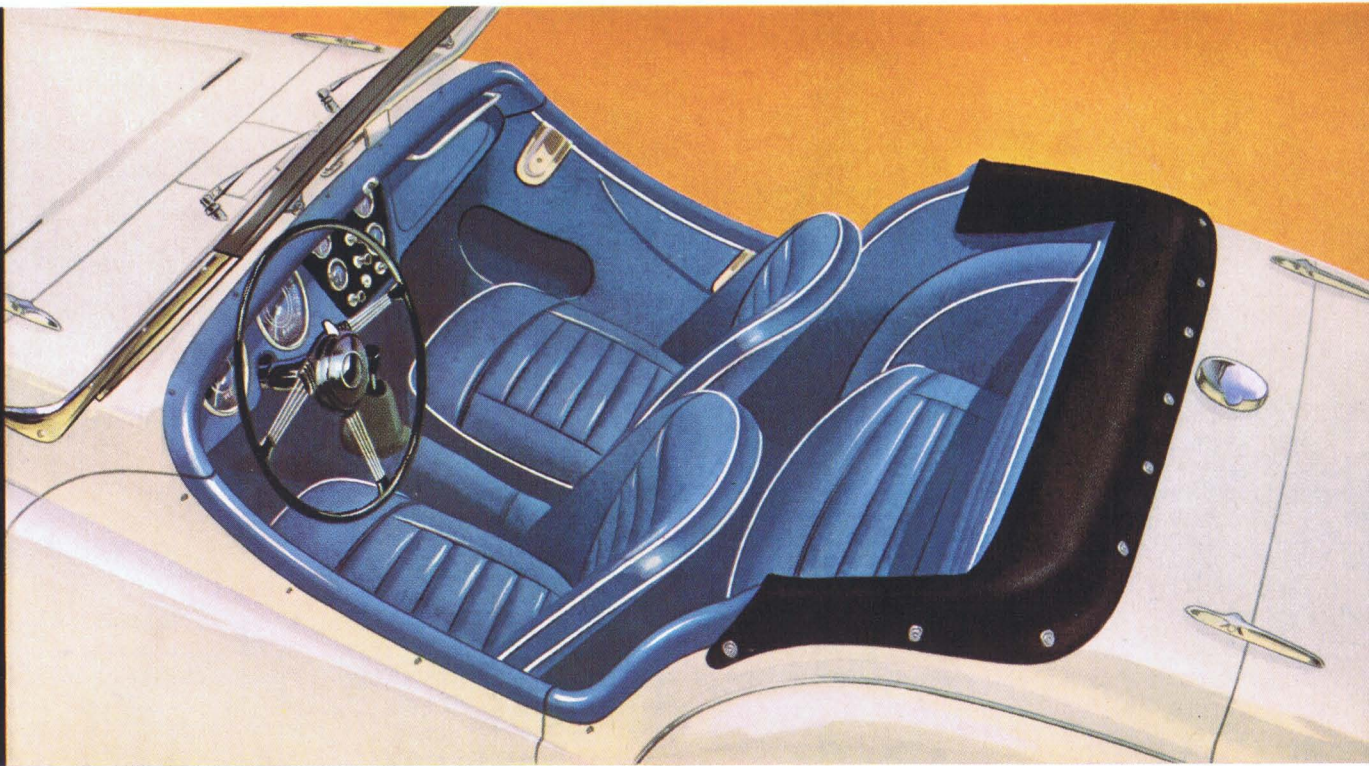


The Triumph T.R.3 offers real comfort combined with outstanding performance. Both soft and hard top models are available. Speedometer and tachometer are positioned directly in front of the driver for instant reference. The other instruments are neatly grouped in the centre panel of the fascia. A lockable glove compartment surmounted by a grab handle occupies the passenger side of the fascia. New form-hugging bucket type seats are adjustable fore and aft. The passenger seat folds forward to allow easy access to the rear stowage space which is padded and trimmed in pleated Vynide. Stubby type remote control gear lever is well positioned for quick and positive gear changes; the hand brake is centrally

mounted for convenience. External lockable handles in chrome finish are fitted to both doors and the luggage trunk cover.

The new Triumph T.R.3 has separate brake lights and flashing indicators. A chromium plated registration plate illuminator enhances the appearance. Side curtains that are easily installed and removed ensure an all-weather seal; fresh air ventilation is provided by the air intake on the scuttle. A compact saloon or open roadster at your will, conversion either way completed in seconds. Closed or open, its sleek lines with a new look front end give an even greater eye appeal to this distinguished British sports car.

Desi



BODY

Luggage Accommodation—Space behind seats and in trunk. Glove compartment in dash with lock. Spare wheel housed in separate compartment below trunk with locked panel. Chrome handle on trunk lid. The large, roomy luggage compartment is, in fact, the most spacious supplied with any sports car in its class and will hold more than enough luggage for extended week-ends. This enables the T.R.3 owner to use the car for touring purposes.

Upholstery—VYNIDE. (Leather as optional extra).

Seating—Two bucket-type seats, adjustable fore and aft. Passenger seat back 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, oil pressure and ammeter. Indirect instrument illumination. Ignition, direction indicator and headlamp high beam, warning lights.

Controls—Buttons for starter, choke, windshield wipers, fresh air ventilator, headlamps, parking and dash lights. Ignition lock.

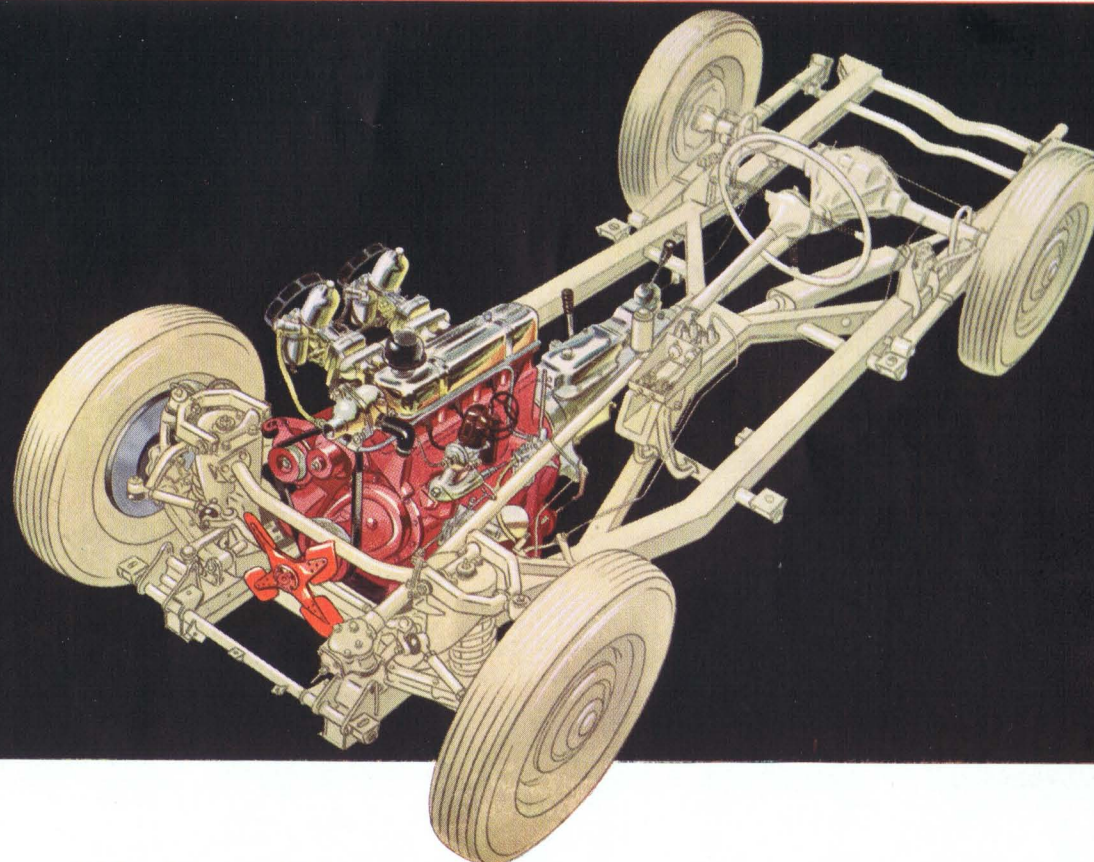
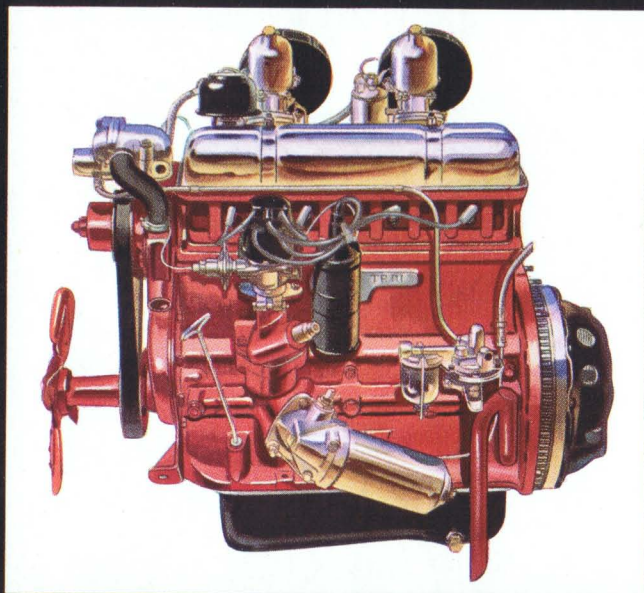
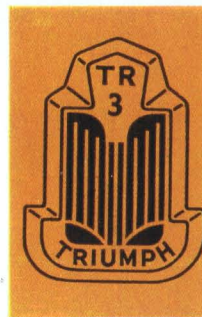
Locks—Dovetail, anti-rattle type lock on each door with exterior chrome handle.

Interior of car—The optional rear seat makes the Triumph T.R.3 a true family car. Two children can sit comfortably in the back, snug and safe. No doors to snap open, and the sides of the car are high at the back seat for added safety.

CHASSIS

Engine—The motor is a four cylinder overhead valve unit of 1991 c.c. (121.5 cu. in.). The compression ratio is 8.5-1, producing 100 B.H.P. at 5000 R.P.M. Bore 83 mm. (3.268"), Stroke 92 mm. (3.622"). Petrol consumption up to 32-35 M.P.G. (11-9 litres per 100 km.) under average road conditions. Cylinder sleeves replaceable and fitted in direct contact with cooling water. Three bearing crankshaft with four bearing hyposine camshaft.

igned for comfort with outstanding performance



Gear Ratios

| | | | | | |
|---------------------------|------|-------|------|------|------|
| 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.

Jacking—Mid-point side jacking.

Wheels—Steel disc type, with chrome nave plates.

Brakes—Girling 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.

Triumph T.R.3



Facts and Figures

GENERAL DIMENSIONS

| | | |
|----------------------------------|--------------|--------------|
| Wheelbase: | 7 ft. 4 in. | 2,240 mm. |
| Track: Front | 3 ft. 9 in. | 1,130 mm. |
| Rear | 3 ft. 9½ in. | 1,160 mm. |
| Ground Clearance: | 6 in. | 152 mm. |
| Turning Circle: | 34 ft. | 10.35 metres |
| Overall Dimensions: | | |
| Length | 12 ft. 7 in. | 3,840 mm. |
| Width | 4 ft. 7½ in. | 1,410 mm. |
| Height (unladen): | | |
| 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. |

Luggage Trunk:

| | | |
|------------------|--------|-----------|
| Size of opening: | | |
| Width | 41 in. | 1,040 mm. |
| Length | 18 in. | 460 mm. |

Weight (Touring trim):

| | | |
|---|-----------|---------|
| Dry (excluding extra equipment) | 2,016 lb. | 900 kg. |
| Complete (including tools, fuel, oil and water) | 2,128 lb. | 970 kg. |

Tyres:

| | |
|--------------|-------------|
| Size | 5.50-15 in. |
|--------------|-------------|

Capacities:

| | | |
|------------------------|----------|--------------|
| Fuel tank | 12 gals. | 54.5 litres. |
| Engine sump | 11 pts. | 6.25 litres. |
| Gearbox | 1½ pts. | 0.85 litre. |
| Rear Axle | 1½ pts. | 0.85 litre. |
| Cooling system | 14 pts. | 8 litres. |

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

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): Top gear, 110 m.p.h. (177 km.p.h.)

Consumption:

Fuel (high speed touring) Up to 35 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 m.)

Acceleration (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.)

0-50 m.p.h. 8 secs.
(0-80 km.p.h.)

0-60 m.p.h. 12 secs.
0-96 km.p.h.)

18 secs.

Standing ¼ mile

COLOUR SCHEMES

The model may be ordered in any combination of the following:—

Exterior Body Colour

Black
British Racing Green
Pearl White
Signal Red
Powder Blue
Primrose Yellow
Pearl Grey

Vynide or Leather with contrasting piping

Red
Beige
Grey
Black
Blue

N.B. Hood and Side Curtains—Black, Fawn or White.
Dual tone colours for hard top model can be selected in any combination of the above, upper or lower, as preferred with any of the trims shown.

OPTIONAL ITEMS AT EXTRA COST

Leather upholstery. Soft Top Kit (for Hard Top model). Heater. Wire wheels. Overdrive. Adjustable steering. Occasional Rear Seat. White Wall tyres. Tonneau cover. Dunlop High Speed Tyres. Michelin X Tyres. Competition rear shock absorbers. Competition front springs. Aluminium engine sump. Radio.

In addition to world-wide service The Standard Motor Company offers a generous guarantee with all their products, and all their Stanpart replacement units.



OUTSTANDING SUCCESSES

IN THE U.S.A.

- 1954 Lockbourne Races, Ohio. 1st, 2nd and 3rd in 150 mile race. 1st, 2nd, 3rd in 50 mile race.
- 1954 Torrey Pines, stock over 1,500 c.c. 1st, 2nd, 3rd in class, 3rd overall, all classes over 1,500 c.c. Race 14, all classes over 1,500 c.c. 1st in class, 3rd overall.
- 1955 Pebble Beach, Cypress Point Handicap, 1st, 2nd, 3rd in class 5th overall, 3rd in class, Main Event.
- 1955 Elkhart Lake—Road America, 1st Class E.
- 1955 Steamboat Springs, 1st, 2nd, 3rd. 1,500-2,000 c.c. class.
- 1955 Palm Springs, six 1sts, two 2nds, three 3rds.
- 1956 Walterboro—Edisto Cup, 1st, Class E.
- 1957 Sebring Int. Grand Prix. 1st and 2nd in class, 1st Grand Touring.
- 1957 National, Marlboro, 6hr. Race. 3rd, 4th and 7th overall.
- 1957 National, Elkhart Lake. 1st in class.

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 EUROPE

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.

Liege-Rome-Liege

- 1957 2nd, 3rd and 5th places in the 1,300-2,000 c.c. class. Manufacturer's team prize, 1st.

England

- 1954 The R.A.C. Rally. General classification 1st and 2nd. Sports Car Class 1st, 2nd and 3rd. Ladies Award. Team Award 2nd and 3rd.
- 1955 The R.A.C. Rally. Sports Car Class 1st. General Classification 2nd.

Ireland

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

France

- 1954 Le Mans 24-hour race. Competing against International type racing cars a privately entered Triumph Sport Car averaged 74.71 m.p.h. for 24 hours, with a fuel consumption of 34.7 miles to the gallon.
- 1955 Le Mans. 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.

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.

Germany

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

TRIUMPH MOTOR CO. (1945) LTD.

(A Subsidiary of The Standard Motor Co. Ltd.)

BANNER LANE,

COVENTRY.

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