



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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A SPECIAL MESSAGE FROM STANDARD-TRIUMPH

Since the TSOA began operations in the United States, there have always been the questions: "When will a new model come out?", or "When will the present car be modified?" First, these questions were answered with the TR-3, then with the TR-3A. Now, after years of eager anticipation, the final answer has arrived. The Triumph TR-4 sports car is now rolling off the production lines and will be at your dealers in the late fall. In the pages of this issue you will find all the details which are now available on this remarkable new car. Now, as an introduction, here is a special message to TSOA members from Standard-Triumph.

"In the following pages, you will be introduced, in advance of the public announcement in this country, to the finest sports car yet produced by our company, the Triumph TR-4. As the TR-2 and TR-3 did in their introduction, the TR-4 sets a new standard of performance and quality in its class.

In every sense, the TR-4 is a sports car . . . in every sense it is a comfortable, all-purpose car. It is the car that you have asked for. The exciting new body lines proclaim power and performance. From the forward-hinged, safety hood to the squared-off useful trunk, this is a machine of good breeding, a true example of the excellence of Triumph design and engineering.

Everywhere you look, the TR-4 supplies answers to your requests and dreams. The side-curtains have been replaced with smooth-acting roll-up windows. Extra displacement and horsepower are under the hood. The same superb disc brakes are at the front, now joined by a precise rack-and-pinion steering unit. Handy to the driver's reach is the familiar, stubby gear shift lever but now it controls a gearbox with synchromesh on all four forward speeds. Each detail is carefully planned. There is even a fresh-air heater and individually controlled fresh-air ducts on the dash panel.

We are confident that the TR-4 is bound for new records on the track, in rallies and other sports car events. Once again, Triumph has produced a package of power, handling, comfort and utility unequalled by any other car.

These new features are planned for you. As a matter of fact, most of them were requested by you and the rest of the 60,000 TR-3 drivers in the United States. We are proud to offer the TR-4 as the culmination of years of testing and development, aimed at producing the ideal dual-purpose sports car."

There is very little we can add to the above. But, take it from your editor, if you think the pictures are good, wait until you see the car itself! There has never been a Triumph like the TR-4 and never a sports car like it anywhere!

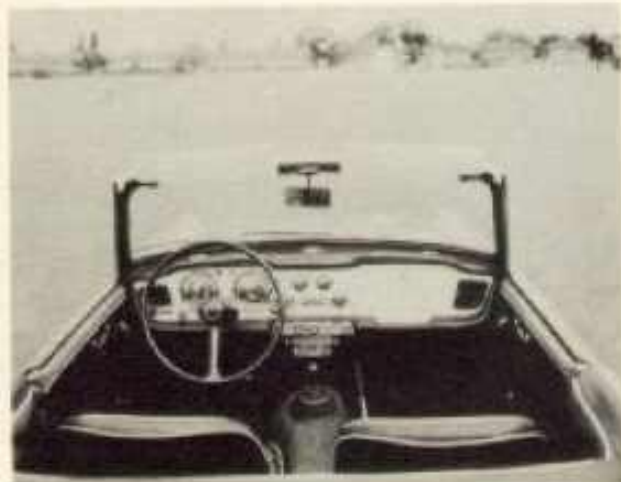


The bold styling of the TR-4 convertible has been carefully developed to show a family resemblance to the TR-3. Here you see the handsome appearance of the new body and the deeply curved windshield. The doors retain the exciting cutaway appearance while incorporating roll-up windows. The smart new fenders bolt on for easy repair. See the small photo for the smooth appearance of the car with the top up.



The TR-4's wide-track look is very evident here. Built to handle with the best, the TR-4 has a solid, ground-hugging look that will attract enthusiasts in droves. Wrap-around bumpers grace front and rear.

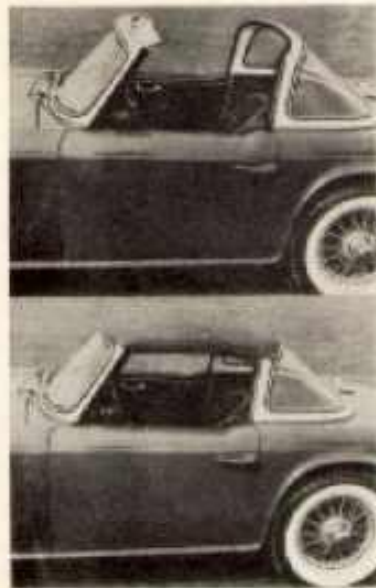
The side view of the TR-4 illustrates the clean appearance of the new body. An important new feature is the forward-hinged safety hood which opens a full 90 degrees for easy engine access.



Plenty of material here to attract the enthusiast. The seats are the same orthopedically designed buckets that make the TR-3 so comfortable. Interior improvements include a new dash with central ash tray.

Touring in the TR-4 is easy. The new, box-shaped trunk holds plenty of luggage and the interior space is even more spacious than in the TR-3. Note the separate tire compartment.





Companion to the convertible is the TR-4 Hard-top. A full wrap-around rear window is a feature. The top itself is the most refreshing new design idea of the year. The forward section is easily removable, giving a draft-free, open-car effect. An easily-erected soft-top is available for sudden showers (see small photos). This model is ideal for those who do not favor convertibles for year-round use, yet like open air motoring in good weather.

SPECIFICATIONS

General Dimensions

Length	13 ft.	
Width	4 ft. 9 $\frac{1}{2}$ in.	
Height (Top up)	4 ft. 2 in.	
(Top of windshield)	3 ft. 10 in.	
(Top down, windshield removed)	3 ft. 4 in.	
Weight (Dry)	2128 lbs.	
Incl. tools, fuel, water	2240 lbs.	
Wheelbase	7 ft. 4 in.	
<i>Track</i>	<i>Front</i>	<i>Rear</i>
Disc Wheels	49 in.	48 in.
Wire Wheels	50 in.	49 in.
Ground Clearance	6 in.	
Turning Circle	33 ft.	

Capacities

Fuel Tank	14.10 U.S. Gallons
Engine Sump	13.2 U.S. Pints
Gearbox	1.8 U.S. Pints
With Overdrive	4.2 U.S. Pints
Rear Axle	1.8 U.S. Pints
Cooling System	16.8 U.S. Pints

Luggage Trunk

Opening	39 in. x 23 in.
Capacity	5.5 cu. ft.
Tire Size	5:90 x 15 in.

Engine

Four-cylinder, overhead valve unit displacing 2138 cc (130.5 cu. in.). Maximum Brake HP,

105 @ 4750 rpm. Maximum torque 1540 lb. in. @ 3350 rpm. Firing order, 1-3-4-2. Piston speed, 2850 ft. per min. @ 4800 rpm (equivalent to 100 mph in top gear). Compression ratio 9 to 1. Bore, 86 mm, stroke, 92 mm.

Features: Replaceable cylinder sleeves, split-skirt aluminum alloy pistons, twin S.U. Carburetors, one-piece crankshaft running in lead-indium bearings, high capacity oil pump, 4-blade fan.

Chassis Specifications

<i>Gear</i>	<i>Top</i>	<i>3rd</i>	<i>2nd</i>	<i>1st</i>	<i>Rev.</i>
Gearbox Ratios	1.00	1.325	2.01	3.139	3.223
Overall Ratios	3.7	4.9	7.44	11.61	11.93

Synchromesh on all forward speeds. Overdrive optional on 2nd, 3rd and top. Rear axle ratio 3.7 to 1.

Features: Short, rigid driveshaft with needle bearing universal joints; hypoid rear axle gears, semi-floating axle shafts, tapered roller bearings throughout; independent front suspension by coil springs and telescopic shock absorbers, semi-elliptic rear springs with piston type shock absorbers; Girling caliper disc brakes at the front, leading and trailing shoe drum brakes at the rear, hydraulically operated; mechanical hand brake; channel steel frame with rigid X member, rack and pinion steering, 12 volt battery.

Acceleration

Gear	Speed	Time
Top	20-40 mph	7½ secs.
	30-30	7¼
Through Gears	0-50	7¼
	0-60	11
Standing ¼ Mile		17¼

Maximum speeds in gears: 1st — 30; 2nd — 50; 3rd — 75; 4th — 110

General Equipment

Front-hinged, safety hood, wrap-around bumpers front and rear, roll-up windows; detachable windshield. Individually adjustable leather-covered bucket seats. Locking glove box, generous space behind seats, capacious trunk. 5 in. speedometer/odometer, 5 in. tachometer, ammeter, fuel, temperature and oil pressure gauges, warning lights for generator and turning signal, variable dash illumination. Key-turn starter, self-cancelling turn signals, manual choke, padded passenger grab handle. Full carpets. Ash tray in center of dash.

Separate parking and turn signal lights, twin sealed-beam headlights, center-mounted license plate

light, twin horns, vinyl-impregnated canvas top with wrap-around rear window, self-parking electric windshield wipers, complete tool kit.

Optional Equipment

Detachable hard top, soft top kit (for hard top model); overdrive, 4.1 rear axle ratio (with overdrive only), wire wheels, Dunlop Roadspeed tires, Michelin X Tires, tonneau cover, heater, windshield washer, occasional rear seat.

Optional Competition Equipment

Racing aero screens, cast aluminum engine sump, competition front springs, competition rear shocks.

Color and Upholstery Combinations

Exterior Color	Interior Color
Spa White	Red, Black, Blue
Signal Red or Black	Red, Black
Powder Blue	Blue
Cream or British Racing Green	Red, Black

Soft Top and Tonneau: Black or White except Black only with Cream exterior.

MAJOR NEW FEATURES OF THE TR-4

1. Completely new body with longer, lower, wider looks.
2. Roll-up windows for complete weather protection.
3. Synchromesh on all four forward speeds for driving ease.
4. Rack and pinion steering for precise handling.
5. Wider track to aid ride and improve handling.
6. Safety padded dash and passenger grab handle.
7. Safety forward-hinged hood.
8. Safety telescopic steering column.
9. Safety belt attachment points provided.
10. Larger displacement for more performance, no loss of economy.
11. Wrap-around bumpers, front and rear.
12. Key-turn starter.
13. Enlarged luggage capacity.
14. Ash tray in center of dash.
15. Individual, dial-controlled, fresh air inlets in dash.



Well, after reading through the above features what do you think? We know that you are all anxious to get to your dealer and write out the check for your new car. However, the race to your local dealership will do you no good, at least right now it won't. Standard-Triumph informs us that

the new 4's will not be available until late November, so keep your shirt on. However, if you are interested, the 1962 TR-3's are now on sale and there is no waiting list. Remember the TR-4 is an addition to the Triumph line, not a replacement.