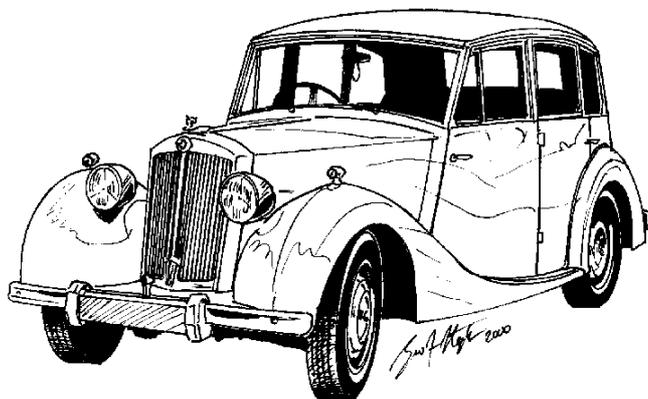


TRIUMPH 1800-2000 Renown Saloon

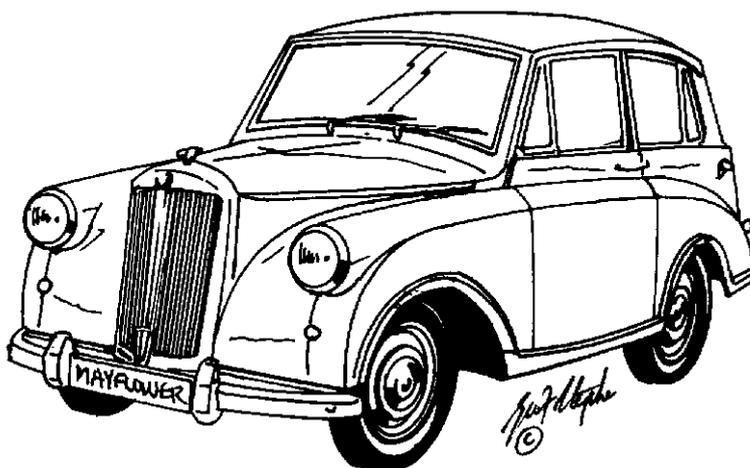
The Triumph 1800-2000 Saloon known as the “Razor Edge” due to its straight angular panels and sharp profile was built between 1946 and 1953. It was a post war car built to pre-war specifications i.e. a separate chassis, with the body built up as a traditional ash frame and styling that dated back to the late 1930's. The sedan copied the Rolls Royce and Bentleys of the time in its styling, and was one of the first cars to be stretched to make a limousine, complete with glass partition behind the driver. Initially the vehicle was fitted with a 1776cc four-cylinder engine developing 65bhp which in 1948 was enlarged to 2088cc (still only producing 68bhp) and had a top speed of around 80mph.



Late models had overdrive as an option on their 3-speed gearboxes and the *Renown* appeared as an upgraded *2000 Sedan* in 1950. The car was not a commercial success however as despite its luxurious appointments, it was always too expensive, compared to its competition and in the British post-war 'export or die' atmosphere less than 10% of the total production of 15,400 were exported.

TRIUMPH MAYFLOWER

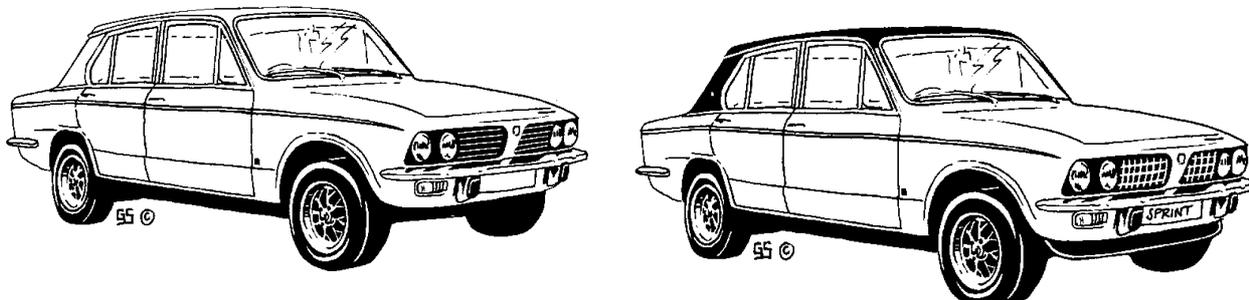
The Mayflower was introduced in 1949 and was Triumph's first post war “small” car. The razor edge lines allowed excellent space utilisation enabling four adults to fit in with ease. It was one of the first cars to feature the “modern” trend of a large glass area, and the square boot handled a full compliment of luggage. Whilst the engine was a rather old fashioned side-valve configuration it was fitted with an aluminium alloy cylinder head and developed 38bhp at 4000rpm from its 1247cc's. The 3-speed gearbox had synchro-mesh on all gears very unusual for its time.



Manufactured between 1949 and 1953, a drop head-coupe was introduced in 1950 (only 10 of which were actually built however, due to the conversion costs) and a number of utilities were constructed in Australia from sedan components. It was certainly no performance machine but a solid medium sized family car with a top speed of 66mph and economy of around 35mpg. There were 34,000 Mayflowers produced of which 52% were exported which was a good achievement in the “export or die” attitude that existed in early post-war Britain.

TRIUMPH DOLOMITE/DOLOMITE SPRINT

The 1972 Dolomite was a development of the "Toledo" sedan which had first appeared as the front wheel drive "1300" in 1965. The Dolomite was a conventional rear wheel drive configuration but was fitted with an all-new 1854cc engine originally designed and built by Triumph for the SAAB 99. Developing 91bhp from its twin carburetors and overhead camshaft the engine gave the well appointed medium size 4-door car a top speed of 103mph. The Dolomite was exported world wide and many examples of both the manual and automatic gearbox models can be found in Australia.

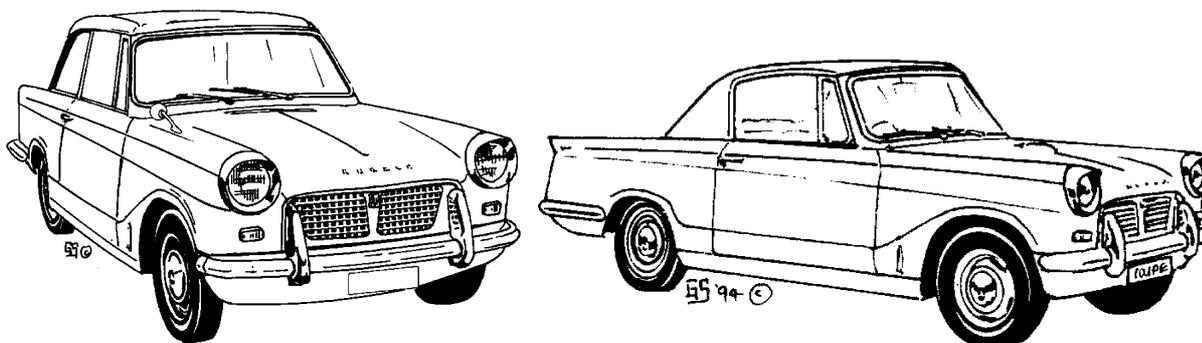


In 1973 a high tech 16-valve cylinder head was fitted to a 1992cc version of the Dolomite engine which developed 127bhp and gave the car a remarkable top speed of 116mph. To handle the extra power the standard transmission was replaced with components from Triumph's 2-litre range of vehicles and the new "Sprint" became a genuine sports sedan. Dolomite Sprints competed at Bathurst in 1976 and 1972 by which time the engine could be made to produce 200bhp and was used by Nigel Mansell in the 1979 British Formula 3 Championship.

When production ceased in 1980 a total of 79,010 Dolomites and 22,942 Sprints had been produced

TRIUMPH HERALD

The 1959 Herald was the first Triumph Sedan to appear since the demise of the Renown and Mayflower in 1953 and was the first vehicle designed outside Standard Triumph, thereby starting a long association with Giovanni Michelotti of Turin. The Herald was revolutionary with its independent front and rear suspension large glass area a tiny turning circle of just 7.6 metres and a bonnet that fully tilted forward to make maintenance easy.



Unusual for the time, the Herald had a separate chassis designed to assist the export drive by enabling the car to be shipped in "Knock Down" kit form for assembly in many parts of the world including Australia.

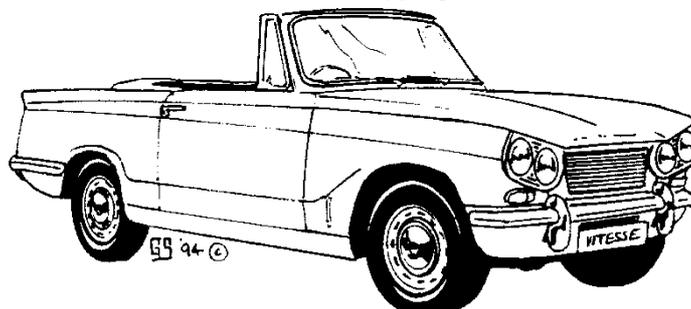
There were many models throughout the Herald's life and 3 different engine variations were employed. The initial engine capacity was 948cc (from the earlier Standard 8's) developed 39bhp and resulted in a top speed of 71mph. Capacity was enlarged to 1147cc in the early 1960's and finally to 1296cc with 61bhp and a top speed of 84mph in the late 1960's.

Models ranged from the original Herald, S, 1200, 12/50 and finally the 13/60. There were many body types produced made easier by the separate chassis configuration including the 2-door saloon a coupe convertible estate wagon and a commercial style van.

Almost 500,000 Heralds were produced before production ceased in 1971.

TRIUMPH VITESSE

The Vitesse was first introduced in 1962 with a modified Triumph 2000 6-cylinder engine reduced to 1600cc. Except for the V shaped bonnet and twin headlights it looked very similar to, and in fact shared most parts with the Triumph "Herald", but the more powerful motor enabled optional overdrive on 3rd and 4th gears. In 1966 the 2 litre model was introduced, still a smart "Herald" with a Triumph 2000 twin carburettor engine, but with a more luxurious interior with a walnut dash, door capping and full instrumentation.



The Mk 2 appeared in 1968 and was, in most respects a "GT6" with a somewhat lowered Herald body. The model had all wood trimmings, imitation stainless steel Rostyle wheels, Rotaflex donuts in the rear drive axle and a wishbone rear suspension to stop the dreaded wheel tuck under. The cylinder head was from the TR5 but was fitted with twin Stromberg carburettors, US style.

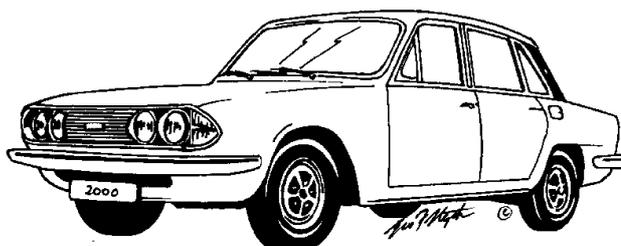
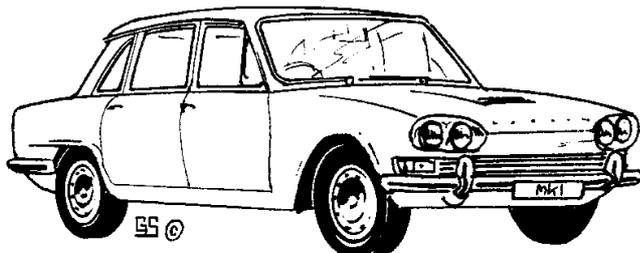
The "Vitesse" was considered a sports saloon and was particularly liked as a second car by professionals. In its 2-litre form the engine developed 104 bhp, the car had a top speed of 102 mph, most were fitted with overdrive and almost one car in three were convertibles. Production stopped in 1971.

Over its 9 years approximately 51,000 vehicles were produced.

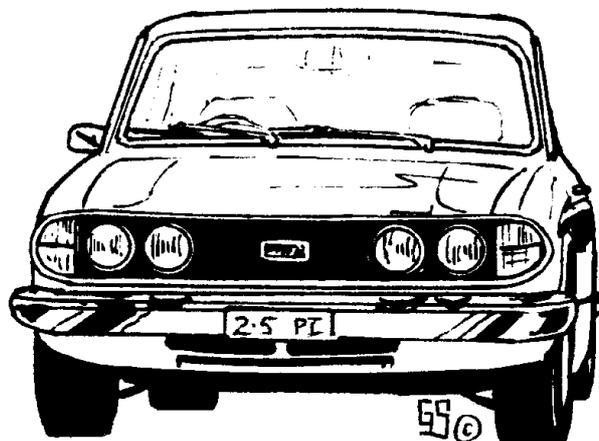
TRIUMPH 2000 - 2500

Saloon - Estate – Gentleman's Sports

Triumph's needed to produce a larger, modern and more fashionable sedan culminated in the release of the 2000 Sedan in 1963. Thoroughly British, with Italian styling, the car was designed as a direct competitor to the - Rover 2000 and was popular from the start. Almost 122,000 MK1 sedans were produced including some 7,000 *Estate* station wagons before being upgraded to the "MK II" with improved brakes and electrical equipment in 1969. A significant increase in performance resulted when a fuel injected 2500cc engine (as fitted to the TR5) was added to the range in 1968. This model known as the 2.5 PI continued in production until 1974 when, to improve reliability, the Lucas injection was replaced by twin carburettors on the 2500 TC.



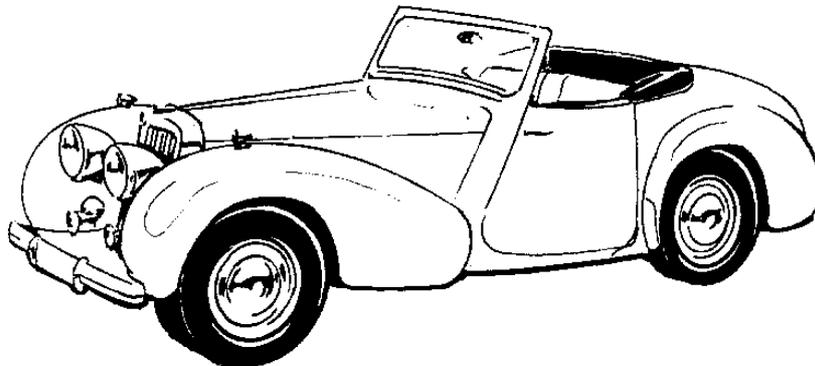
The final development of the car resulted in the "2500S" introduced mid 1975, which retained twin carburettors but had more power, better handling and more luxurious appointments. The car was successful by any standards and during its 14 year life a total of 294,976 Sedans and 21,986 Estates in various configurations were produced. Even by today's standards these vehicles retain then "modern" styling, provide adequate space, comfort and performance and are a pleasure to drive.



TRIUMPH ROADSTER

1800 & 2000

The "Roadster" was Triumph's first, somewhat unsuccessful, attempt at a post war sports car. Whilst the car had its own unique charm neither the styling or performance could be called "sporting". The 1800 was produced between 1946 and 1948 and the 2000 in 1948/49. Both engines were 4 cylinder OHV units the 1800 as supplied to Jaguar and the 2000 from the Vanguard. The 1800 had a 4-speed gearbox with an unusual right hand column change and a top speed of 75mph. The later 2000 had a 3-speed box with conventional left hand column change and a top speed of 77mph.



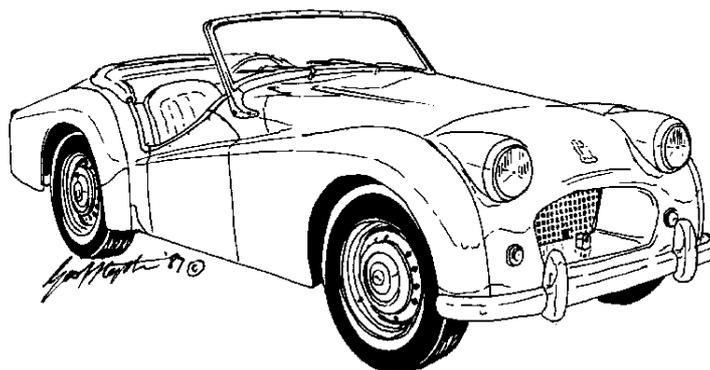
Both models had similar bodies with some very unusual features. These included aluminium panels attached to a traditional ash frame, a twin round tube steel chassis, triple windscreen wipers, (due to the shallow screen) a wide bench seat able to accommodate 3 people and a huge boot. The boot included two dickey seats accessed over the rear bumper.

The boot lid was split with the top section raising to provide a twin windowed rear screen for the dickey seat passengers creating a very cute appearance.

Of the 4,500 Roadsters produced only 666 were exported.

TRIUMPH TR2

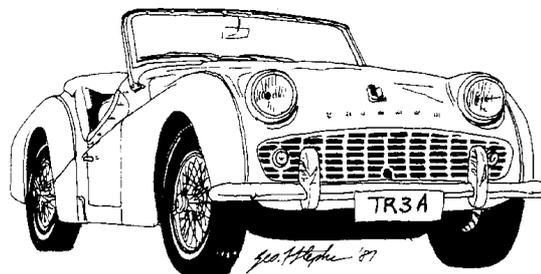
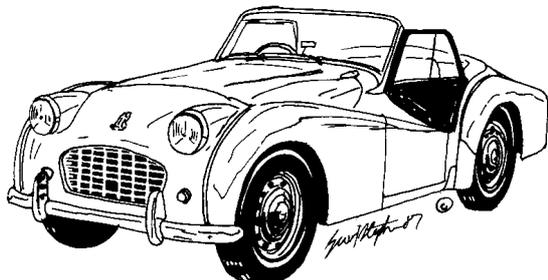
The TR legend commenced in the early 1950's when Standard Triumph produced a prototype sports car to appear at the Earls Court Motor Show in October 1952. After the Show the car was re engineered and re-designed and the new TR2 was first displayed at the Geneva Motor Show in March 1953. In May 1953 a standard TR2 achieved almost 125mph at Jabuk Motorway in Belgium attracting worldwide acclaim and a flood of orders. Serious production commenced in July 1953 but only 305 cars were built by the end of that year. The TR was introduced to Australia at the Melbourne Motor Show in March 1954.



The TR2 was powered by a 2 litre 4 cylinder Vanguard (or Massey Ferguson Tractor?) motor fitted with twin SU carburetors producing 90bhp coupled to a modified Vanguard 4 speed gearbox. The first 550 cars produced were fitted with aluminium bonnets and spare wheel covers and in October 1954 the doors were shortened to above the body sills to allow easier curbside access. With only minor production changes a total of 8,636 cars were manufactured.

TRIUMPH TR3/TR3A

The TR3 was released in October 1955. Basically the same as the TR2 with minor modifications being made to the 2 litre 4 cylinder wet sleeve engine to increase output to 100bhp. Alterations were made to the front radiator area with a cellular eggbox type grille being fitted to the front of the opening. An occasional rear bench seat was offered with knock on wire wheels overdrive (on 2nd, 3rd and 4th gears) and a hardtop continuing to be optional. In September 1956 the TR3 became the world's first production car to be equipped with front disc brakes as standard.

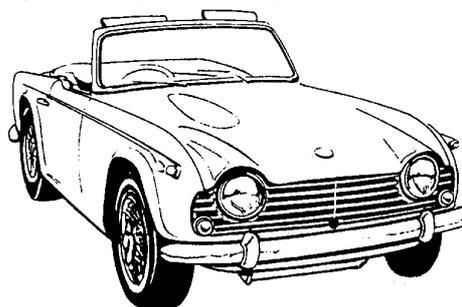
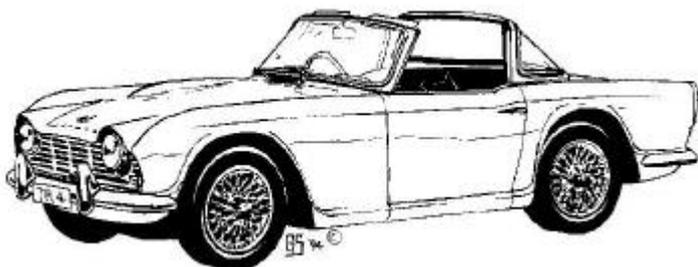


During production of the TR3 Standard Triumph had a very active competition department and TR Works teams featured strongly at all the major international Rally events 13,377 TR3's were built before being upgraded to the TR3A in September 1957.

The TR3 A replaced the 1955 TR3 in September 1957 after some 22, 000 TR2's and 3's had been produced in the previous 4 years. In the next 3 years almost 58,000 TR3A's were manufactured.

TRIUMPH TR4/TR4A

By 1960 the "side curtain" TR4's (introduced as the TR2 in 1953) with their cut away door styling had become very dated and Giovanni Michelotti of Italy was commissioned to create a new image. The first TR4's was produced in July 1961. A power bulge to clear the air filters was necessary in the forward hinged bonnet and the car featured wind up windows. A fixed rear window with a removable centre section (known as a Surrey top) was available as an option pre-dating Porch's "Targa" roof by at least a year.

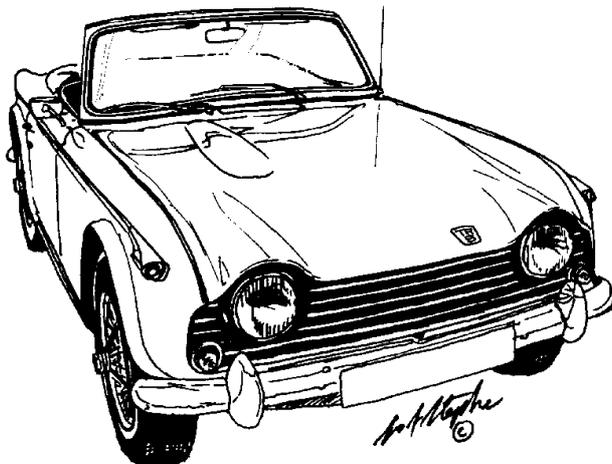


Whilst the same basic engine and mechanicals were carried over from the earlier TR2s and 3s synchromesh was added to 1st gear and an increase in capacity to 2,138cc and some minor tuning resulted in a power boost of 5 HP to 105bhp. The TR4A was introduced in January 1965. As well as some minor cosmetic changes the TR4A featured Independent Rear Suspension, "borrowed" from the Triumph 2000 Sedan of 1963, and designed to improve the car's comfort and handling.

A total of 28,465 TR4A's were built before being replaced by the 6-cylinder TR5 in July 1967.

TRIUMPH TR5/TR250

From the introduction of the TR2 in 1953 to the last TR4A produced in July 1967 TRs all used the same 4 cylinder engine producing about 100bhp. Whilst the TRS shared the same body shell as its predecessor a 6 cylinder 250cc motor similar to that already used in Triumph sedans, was fitted. Mechanical fuel injection was employed and output was rated at 150bhp.



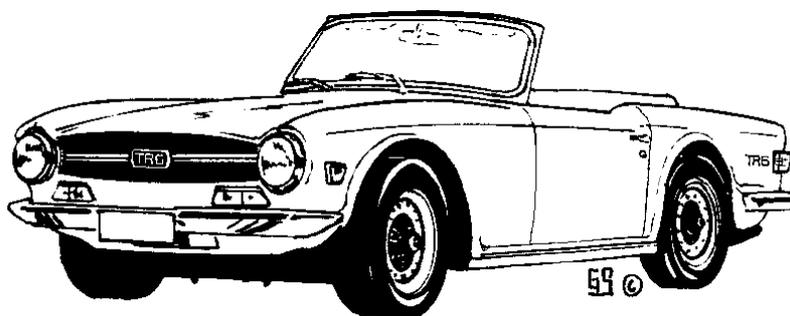
Despite being both powerful and sophisticated very few TR5's were actually produced due to the decision to fit twin Stromberg carburettors and a milder camshaft to cars built for export to the USA. As a result sales were restricted to the local market with only Printed export and as a consequence the TR5 has become perhaps the most collectable of all TR's.

The TR5's produced for the American market were known as "250's" and in appearance differed only in badging and some body striping. The output of the de-tuned engine however was about the same as the 4 cylinder unit that it replaced. A total of 2,947 TR5's and 8,484 TR250's were produced before being replaced by the TR6 in September 1968.

TRIUMPH TR6

The TR6 was to be the last Triumph sports car developed from the original 1953 TR2. The first TR6 was produced in September 1968 and although it looked quite different to its predecessor the TR5, only the bonnet and boot lid were entirely new most other panels simply receiving a very clever 'facelift' by the German design firm of Karmann.

Mechanically there were no changes with the 150bhp 2500cc, Lucas fuel injected 6 cylinder engine, 4 speed gearbox and Independent Rear Suspension being standard. Available options included wire wheels, overdrive and a detachable hardtop.

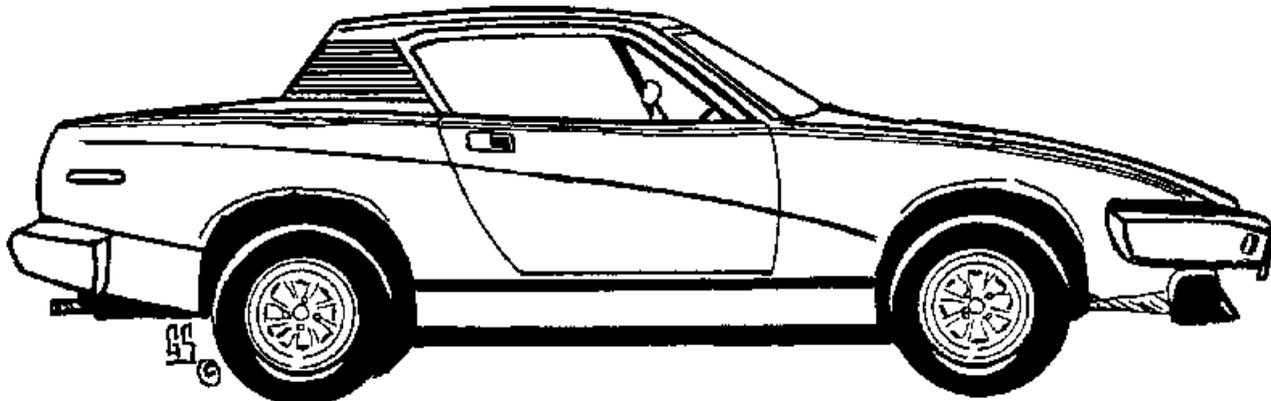


As with the TR5, to satisfy US price limits and servicing difficulties the TR6s built for the American market (some 75% of the total) were fitted with twin Stromberg carburettors in place of fuel injection.

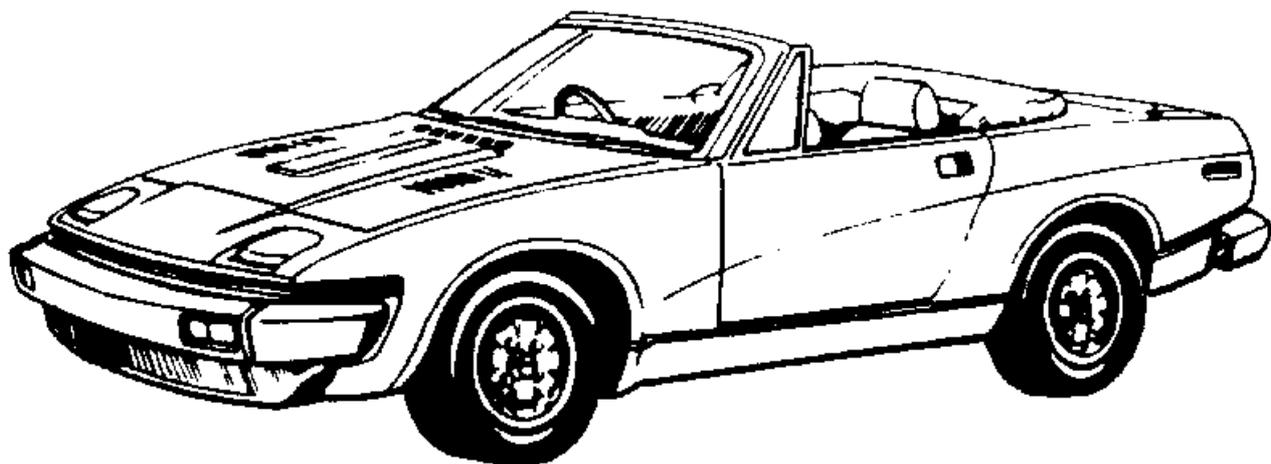
With a lower compression ratio (8.5:1 instead of 9.5:1), and a milder camshaft and rated at 124bhp they were considerably less powerful than the European and Australian version. Nevertheless the car was a remarkable success and was produced with only minor changes for almost 8 years. In that time 91,850 TR6's were manufactured with the last being produced on Thursday the 15th of July 1976.

TRIUMPH TR7/8

The TR7 was designed "in house" and released in January 1975 as British Leyland/Triumph's new generation sports car. Other than its name the car had no links with any previous TR and employed the 2 litre overhead camshaft engine from the Dolomite sedan. The TR7's monocoque construction wedge shaped styling, pop up headlights, engine mounted on a 45 degree angle and tartan upholstery were certainly a break with tradition and the car was in many ways ahead of its time.



Designed to comply with anticipated stringent new American design rules the TR7 was released as a hard top coupe only a further break with the sports car tradition. The predicted US ban on convertibles did not transpire however and a drophead coupe was introduced late in 1979 to enhance the sporting image.

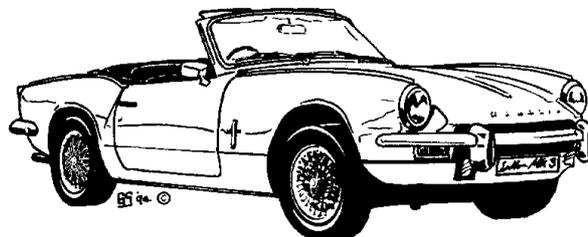


To improve performance as well as its image the Rover engineered 3.5 litre V8 engine was installed as an option (in the drophead version only) and the first TR8 appeared in May 1980. With 130 mph top speed and excellent all round handling the TR8 was a sports car in every sense. Sales remained slow however and production ended early in 1981.

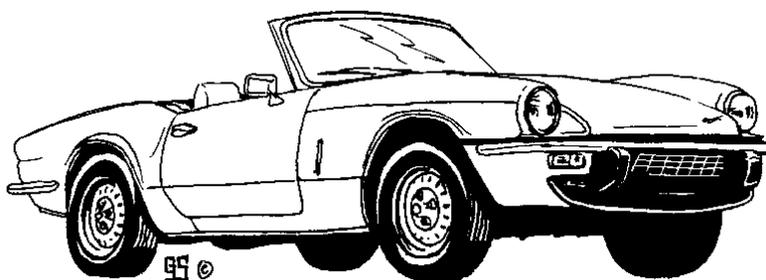
A total of 111,797 TR7's and 2,715 TR8's were built.

TRIUMPH SPITFIRE

The Michelotti styled Triumph Herald was released in 1959 and the Italian designer was soon asked to create a small sports car based on the same mechanicals. Triumph at this time was producing the successful "TR" range of sports cars and the new car was to compete with the MG Midget. Some delays in production were experienced, due in part to the British Leyland take over of Triumph in 1961, and the first Spitfire appeared at the Earl's Court Motor Show in October 1962. Apart from a slightly shorter chassis all the running gear was a direct lift from the Herald and with twin carburetors the 1147cc 4-cylinder engine developed 63bhp. This gave similar performance to the MG and despite being slightly more expensive, roll up windows were fitted and most buyers saw it as a better equipped and prettier car.

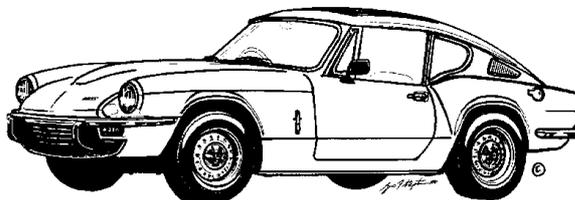
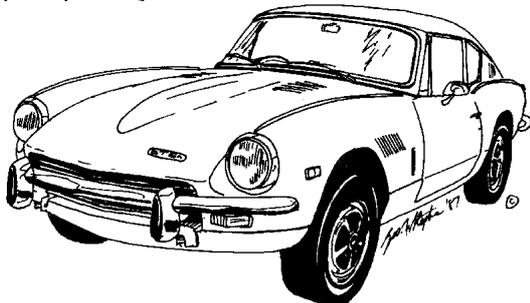


Over the next 18 years a remarkable 314,342 Spitty's were produced of which 44% were sold in America. Whilst MK 1, 2, 3, IV and 1500 were progressively released no dramatic changes were made to the car's styling or mechanical specifications over this entire period. (The Spitfire engine was used in later model MG Midgets). The last Spitfire 1500 was manufactured in August 1980.



TRIUMPH GT6

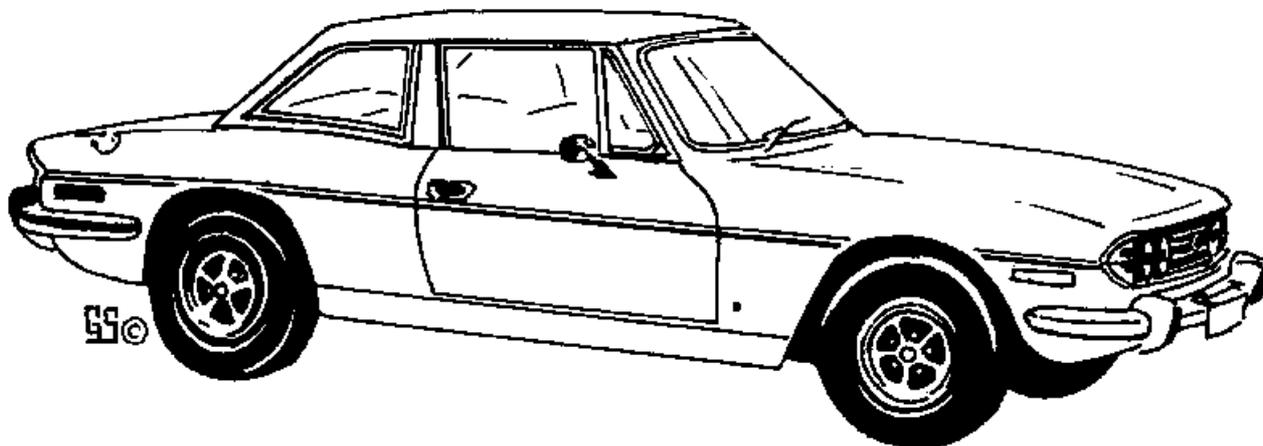
Even before the introduction of the Spitfire in 1962 (on which the GT6 is obviously based) Triumph had mated a 6 cylinder engine to a "Herald" chassis to create the "Vitesse" sedan. The success of the Spitfire encouraged the company to introduce a more powerful hardtop model equipped with a 95bhp version of the 2 litre six cylinder engine used in the "Vitesse" and the "2000" sedan. (This decision may also have been prompted by the introduction of the MGB GT in 1965!) The first GT6 appeared in October 1966.



Despite its E type styling and 100mph+ performance from the smooth and reliable engine the car suffered some bad press due to the perceived unpredictability of the "swing axle" rear suspension. These problems were progressively addressed in the MK 2 (July 1968) and changes to the MK3 in September 1972 but sales never achieved expectations (It is interesting to note that at one stage Triumph was producing TR6's, Spifires, Stags and GT6's all at the same time). The last GT6 was built in November 1973.

TRIUMPH STAG

The Stag was "born" in 1964 when the Italian stylist Giovanni Michelotti was given a Triumph 2000 Saloon to create a show car. The result appeared in 1966 and the styling of the sleek 4 seat convertible so impressed Triumph directors that production was authorised immediately. Development was slow however and the first "Stag" did not appear until June 1970. With its handsome and sophisticated styling, built in rollover protection, independent suspension and a top speed in excess of 120 mph (and a price half that of a 280 SL Mercedes) it should have been a runaway success.



The "Stag" was fitted with a unique new engine derived from the 4 cylinder unit developed for the "Dolomite" sedan. This engine was a high tech overhead camshaft V8 of 3 litres with twin Stromberg carburettors and developed 145bhp along with an unmistakable crisp V8 exhaust note. Unfortunately early production problems resulted in a reputation for unreliability from which the car never recovered. Sales to the targeted US market ended in 1973 and just 25,877 vehicles were produced, the last in June 1977. The Stag project was perhaps the greatest wasted opportunity in the history of the British motor industry.

This article was authored by various members of the TSOA and TCCV, it was put together for the concours program in the mid 1990's. The artwork was kindly provided by George Stephen a member of the TCCV and Life Member of the TSOA Vic.